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THE
ESSEX INSTITUTE
HISTORICAL COLLECTIONS

VOL. LXXI
ISSUED QUARTERLY



SALEM, MASS.
PRINTED FOR THE ESSEX INSTITUTE

SALEM, MASS.
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SALEM, MASS.

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ESSEX INSTITUTE HISTORICAL COLLECTIONS

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CAPT. JONATHAN LAMBERT
1772 - 1813

ESSEX INSTITUTE

HISTORICAL COLLECTIONS

VOL. LXXI

JANUARY, 1935

No. 1

JONATHAN LAMBERT, OF SALEM, KING OF TRISTAN D'ACUNHA.

BY EDWIN B. HEWES.

The ship *Jenny*, Captain William Dorr, Jr., left Boston, June 2, 1807, and touched at the islands of Tristan D'Acunha on August 13, for wood and water, but found the surf extremely heavy and a heavy hindrance, and the island uninhabited.¹ In the years 1809-10 Jonathan Lambert, a Salem sailor, who had passed these islands in the *Grand Turk*, Captain Benjamin Hodges, in 1792, settled and occupied the islands,² "on the sure rational ground of absolute occupancy."³ It was Lambert's intention to cultivate vegetables at the island and make it a port of call for vessels going to the East Indies. In pursuit of this object he wrote a letter describing the islands to his friend, Captain Jara Briggs. He had last met this individual at Rio de Janeiro, Brazil. Captain Lovel had

¹ The *Jenny* was a vessel of 250 tons, 6 guns, 14 men, and was going to the Fiji islands for sandalwood, and then to China.

² The *Grand Turk*, 564 tons, was built by Enos Briggs, and launched on May 18, 1791. She was owned by Elias Hasket Derby, and left Boston, March 11, 1792, for Calcutta, where she arrived on August 24. From this port she touched at Madras from January 17 to February 2, 1793, and arrived in Salem June 12, 1793.

³ The following facts are to be found in a Ms. letter of Jonathan Lambert, written at Great Island, Tristan D'Acunha, December 21, 1811, to Captain Jara Briggs, and now in the British Museum. It is to be found in a book, John Purdy, *Tables of Positions*, London, 1816, acquired by the British Museum, from the library of Sir Joseph Banks. To this letter is appended a note by Alexander Walton that the letter was given to him by Captain Belville, who had brought the letter from the island after the death of Jonathan Lambert. Between 1813-14, Lambert was drowned while passing between the island of Tristan D'Acunha and Inaccessible Isle.

landed Jonathan Lambert on the island, and had returned a second time, but Lambert had been too busy, and had nothing to write his friend.

Lambert found the climate temperate, with no frosts, and warm enough to ripen melons. He had been able to grow vegetables the year round, but found that the more heavy plants thrive better in the winter time; but potatoes, cabbages, turnips, carrots, parsnips, peas, radishes, lettuce, onions and parsley grew equally well. Rain fell in the winter and spring and provided a constant source of fresh water. Three streams supplied plenty of water for drinking, livestock and a vegetable garden. Rather curiously Lambert said that the islands had as yet experienced no gales, when it was notorious that the heavy surf prevented vessels landing crews for water, wood and fresh vegetables and meat. Undoubtedly he was in this respect painting too rosy a picture in order to get his friend to join in the enterprise that Lambert had in view.

When Lambert wrote, the islands were covered with trees the size of apple trees, which with abundant water made the place, as he thought, an ideal port of call for vessels on the long voyage to the East Indies. Lambert had found a tract of 300 to 400 acres of ground suitable for a market garden, and also a meadow of twelve to fifteen acres fit for livestock. He had raised some geese and captured many wild ones, as they constantly visited the island while migrating. The turkeys, Muscovy ducks and English ducks, except three that Lambert had brought to the island, had died from eating decayed fish guts. He still possessed ten other ducks, and fowls, some hatching out their fourth batch of eggs, since his arrival on the island.

In addition Lambert had fenced off a lot of some twelve to fourteen acres, built two ponds and stocked the enclosure with twelve sea elephants, eight sows and four boars. These animals he had caught, some on the island, others at sea, and still others on the other islets. By this time all were perfectly tame and apparently contented. Both Lambert and his companions, and the swine lived on the

flesh of other sea elephants. The usual diet of the swine was grass and herbs, but every ten to fifteen days "I gave them an elephant . . . to keep them in heart." In addition some twelve to sixteen goats, that had soon run wild, made up the animal kingdom of the new Eden. Lambert sadly missed sheep, goats, rabbits and other domesticated animals. He urged his friend to forward some of these so the island might be stocked and ready to supply visiting vessels. The year before, Lambert with the aid of a dog had caught hundreds of some species of black cock. Unfortunately, the dog had not always attended strictly to business, which led Lambert to desire Captain Briggs to send him a terrier as more suitable for the chase.

The mountains and shores of the islands were thickly covered with sea hens, or Mother Carey's chickens, petrels, and the albatross. The sea was full of fish, and a plentiful supply was daily caught from the rocks. Sheepshead, crayfish, grampus, and large mackerel were caught with sea elephant flesh as bait. Without a boat, fishing was an arduous as well as tedious duty; a boat, as Lambert expressed it, "would be victuals and drink to us."

The rocks of the group of islands were a favorite resort of the sea elephants. They came to the island in large numbers during August and September. After selecting their partners the adult males and females remained on the island for a month while breeding. They then left the island for six weeks, or two months, when they again returned. The males usually remained away longer "as they are more exhausted by their commerce with the females." A month or two after their second return to the beaches the sea elephants shed their old coat of fur and grew a new one. The young sea lions were born soon after. During the "pupping season," the sea was swarming with black fish that preyed on the young and helpless pups, and even the parents. So greedy and voracious were the black fish that numbers became stranded on the beach while relentlessly pursuing their prey. As a consequence, Lambert and his companions had been able to shoot and land a great many, and reduce their flesh for the oil. The sea elephants on the other

hand lived usually on kelp and fish, although Lambert found that they often devoured squid.

In 1810, about 1,000 pups were born on Great Island, and about as many more on the other two islands. Ever since 1792 vessels had left crews here to kill the sea elephants and try their flesh for the oil. In spite of the depredations of these parties the numbers were still large, and given a year or two of peace, Lambert felt sure they would soon regain their original numbers. In order to get a boat, Lambert had killed eighty sea elephants, and made 1,000 gallons of oil. He intended to kill and try out about one hundred more carcasses during the ensuing year. Some seals also visited the islands, and Lambert had managed to kill about a dozen.

All was not as well with the settlers as the above might indicate. Lambert admitted that due to the newness of the venture there were some hardships. None of the inhabitants had eaten any bread for six months; turnips had "been Bread to us." The need of cloth was also a long and badly felt need. But the prospect of making a return from the oil, seal and sea elephant skins, fish and other produce, consoled Lambert "for all other privations." Lambert now suggested to Captain Briggs the scheme he had in mind. He asked Captain Briggs to buy a fifty-ton fishing smack at Cape Cod for \$500. This vessel with his brother Jonson, and ten to twelve men, with a year's provisions, lime for an oil cistern, and a mason, should be sent out to the island. The frame for the cistern should be supplied with boards, and made tight enough to contain the oil. A pump to fill the barrels from this container was also to be forwarded. In addition, several hogsheads of salt at \$50 per hogshead from Cape Cod, two iron boilers of sixty to ninety gallons capacity each, beaming knives, skimmer, cooler, strainer, and grindstones, would complete the necessary stores needed in preparing the oil for the markets. Lambert was especially anxious that several donkeys be sent out to haul the carcasses, blubber, etc. "Bear in mind," he wrote, that "one Ass is equal to two men in bringing Blubber, consequently four or six Asses with three Men would

equal a Crew of 11-15 Men—8 or 12 of whom would require very different provisions from Asses, the latter finding food at every step.”

Lambert expected that a cistern forty feet long, fifteen feet wide, and ten feet deep containing some 1000 to 1100 barrels, could be built and filled in fifteen months. He had found that on an average a sea elephant produced a barrel of oil, while very large males often provided 100 gallons. The skins of these animals, which were in good state, new and carefully preserved, he felt would sell for a dollar each. English papers indicated that the hides brought more than this price in England. English agents in Rio de Janeiro were willing to pay this price for good skins. Lambert also calculated that empty barrels could be purchased cheaply at Rio. The price for oil at that port was fifty cents a gallon. This was more than the price in the United States, and the Rio market was much nearer. Even at thirty cents a gallon, Lambert expected to clear a handsome profit. He also calculated on taking 1000 to 1200 fur seals in addition to 100 sea elephants. Then he expected to not only feed the crew from the produce of the islands, but to catch a large supply of fish. The fish were to be salted and sent to the French islands of Mauritius and Réunion, where the price was six dollars a quintal. In a Catholic country, he felt that the salted fish “would sell as well as in most places.” The return from the oil, sea elephant hides, and fur seal would amount in from fifteen to eighteen months to a very handsome sum upon the investment of only a paltry \$2000. As both Lambert and the crew were to be engaged and paid from the profits, or have shares in the enterprise, a loss would not result in the payment of wages. In the last season Lambert said he and two or three men had collected a ton of bird feathers equal to any in the market. Taking all these factors into consideration, Lambert felt that the enterprise could not fail and would pay handsome dividends.

After the death of Lambert⁴ the islands were deserted

⁴ Public Record Office, London. Cape of Good Hope Mss. On March 1, 1811, while at Cape Town, Benjamin F. Seaver, agent for the proprietors of Tristan D'Acunha, wrote to the Governor

and left uninhabited until Napoleon was sent to St. Helena. Until his death, the British government kept a small guard of soldiers on the island. Since that time a few settlers have remained on these bleak and lonely islands and eked out a precarious existence upon the most remote and inaccessible and rarely visited islands upon the face of the globe.

of the Cape of Good Hope that in December, 1810, he had met an American vessel off Rio de Janeiro with Jonathan Lambert on board. Lambert had expressed to Seaver his intention of settling on the island. On January 28, 1811, Seaver was off the island and sent a boat to the island. Lambert and two men had landed on January 8, 1811, and had prepared a two-acre garden and planted corn, radishes, cabbages, potatoes, and pumpkins. Lambert requested Seaver to gain the consent of the British Government, and the English East India Company, for his occupancy, since he "most solemnly declared himself allied to that government; . . . reserving to himself always the governorship, provided an equivalent could be agreed upon." He also desired to acquire a 50 or 100 ton vessel in order to bring colonists from the Cape of Good Hope, together with cattle and farm animals. Lambert was collecting seal skins, seal and sea elephant oil. He was anxious to possess oil tanks of 5,000 to 10,000 gallon capacity.

Lambert was drowned on October 19, 1813. See Salem Gazette, September 20, 1814. See also the Mass. Hist. Coll., Series 2, Vol. 2, p. 125 *et seq.*; Cape of Good Hope Mss. Records, Cape Town; East India Company Mss. Records, India Office, and the Company's Records of St. Helena.

Jonathan Lambert was born on February 11, 1772, married Mary Smith, and lived on Court Street in Salem. *Hist. Coll. of the Essex Institute*, Vol. 54, p. 41 *et seq.*, *The Lambert Family of Salem, Mass.*, by Henry W. Belknap.

The Rev. Dr. Bentley recorded in his Diary, on September 11, 1814, prayers for the family of Jonathan Lambert, who had lived upon the island of Tristan D'Acunha with a few companions, and had been drowned a year ago. "He was a man of real genius and intrepidity. He had a ready tongue, and good pen, and an enquiring mind. . . . I knew him intimately well."

LETTERS OF TRISTRAM DALTON OF NEWBURYPORT

The following letters, which are in the manuscripts collection of the Essex Institute, were written by one of the most eminent statesmen and merchants of Newburyport during important and trying periods of our nation's history. Tristram Dalton was born in Newbury, now Newburyport, May 28, 1738, and died in Boston, May 30, 1817. He was graduated from Harvard in 1755 and studied law, but abandoning that as a profession, he engaged in business with his father-in-law, Robert Hooper of Marblehead, one of the greatest merchants of that time. At his large estate in West Newbury, known as "Spring Hill," he entertained Washington, Adams, Tallyrand, and other distinguished persons of those days. His patriotism drew him into politics, and he became one of the leaders of the Whigs of Essex County. He served in both branches of the Legislature of Massachusetts and was a Senator from Massachusetts in the first Congress of the United States. While in Washington he became interested in real estate there and, it is said, that upon the advice of President Washington he sold his property in this state in 1791 and invested heavily in land in the District of Columbia. Through mismanagement of his agent, the greater part of the sum thus invested was lost, and this, together with commercial losses sustained, reduced him to poverty. In 1815 he was appointed to the office of Surveyor for the Port of Boston, which he held until his death.

These letters were written to Dalton's brother-in-law, Samuel White, merchant of Marblehead and Boston, who had married, October 27, 1768, Hannah, daughter of Robert Hooper and sister of Ruth Hooper, Dalton's wife. It is interesting to note that Ruth Hooper and Timothy Dalton were married on October 24, 1758, at Robert Hooper's summer residence in Danvers, now known as the "King" Hooper House. The first letter refers to an accident which happened to one of his captains. The second

tells of the observance in Newburyport of the anniversary of the Boston Massacre, and inoculation for smallpox at Salem Hospital. The remaining letters have to do with privateering, except the last, which gives information of Dalton's business in sending lumber to Washington City in 1794.

Np. Dec. 6, 1773.

Dear Bro White

The most shocking misfortune which happend my Capt. Lowell¹ last Saturday, reached me yesterday by John Caleff I have hardly recovered my consternation, but must entreat your [torn] care and attention that nothing in the Power of Man may be wanting to save the remains of his body, or to make his Death easy. If he is saved without Arms or Eyes he shall never want Bread while I have any. If he has an Eye He shall never want Opportunity to obtain it in Independence. I have, I dont know but too fully, expressed my sentiments of Capt Lowell to Doctor Jackson. As Mr. Stone waits I must beg him, Jackson, to show you his and Lowells letters. I have pressed the Doctor perhaps needlessly as I know his Goodness and humanity. What expense is incurred shall be paid. Pray Our Love to Mrs. White & All. Excuse great Hast in

Your Affecte. Bro.

Tristram Dalton

To: Capt Samuel White, Merchant, Marblehead.

Favor Mr. Stone.

* * *

¹ "Last Saturday Capt. Lowell of Newburyport, a Patient at the Essex Hospital, in charging a Cannon (a Four Pounder) just after its being fired, and not properly sponged, the Cart-ridge took Fire while he was ramming it down; By which unhappy Accident both his Arms were blown almost to Pieces, one Hand entirely carried away with the Rammer; one Eye lost, and the other very much hurt, if not ruined; and the Skin and Flesh so tore away from below his Chin, and towards one Side of his Neck, as to lay his Wind-Pipe almost bare. As the accident happened near the Hospital he was immediately carried in, and Doctor Jackson proceeded to the Amputation of both Arms, one just above, and the other below the Elbow. We have not yet heard of his being dead, but it was thought he could not live long."—*Essex Gazette*, Nov. 30-Dec. 7, 1773.

Newburyport Feby. 25, 1774

Dear Brother White

We have been highly pleased here with an Account brot by Bob Tracy that our good friend Jackson will have the next Set of Patients at Salem Hospital. Tracy says One of the Proprietors told him so. God grant it may be true, that Merit may have it's just Reward, and that Scandal & Envy may Return to the Bosoms of those dear Salemites, Who broached it, and they hang their Harps on the Willow, and walk softly. No more Scripture you'll say, very well. How Do you all? We have not heard a Word from you this Month almost. I wish to hear of your Health & Happiness, that Tranquility is restored, and every One enjoy his Fire Side without Fear. We spent the Winter in great Health & Gayety. Assemblies, Sleyings, and merry Evenings wear away the long cold Winter. Almost Everything but Our love to our Mhed[torn] and that you may place Becky in such a Birth as will be best on every Account Youll advise immediately that she may be ready. Let us know how you all Do. Of any News from my Ship, and any other News you think worth communicating. Youll please to send our small Pox Chest per first coaster.

I am with sincere Affection and true Friendship

Yours

Trist Dalton

When do you and Hannah
come our Way

* * *

Saturday Evg. at NewbyPort
March 5th 1774

Dear Brother White

By Mr. John Glover I had just Time to acknowledge the Receipt of your kind Letter under 3 Inst referring you to one I wrote our worthy Father B. Hooper Esqr. about the Proceedings here this Day.² Mr. Parsons exhibited from 5 of Gal. 1. Verse, Stand fast &c. His chief Topic was the Unreasonableness of Parish Lines in the Country Towns, exclaiming against our Provincial Law

² Anniversary celebration of the Boston Massacre.

as contrary to the Charter &c a few general observations and Extracts from the Farmer's Letters and other late Political Pamphlets (not given credit for) beside the above, composed his Discourse. We had some excellent Singing.

The Bells now, at 7 oclock, toll for poor Crisp etc. I wish these devilish times were over. We have fear'd for you at Mhead, and the first of this Week when We found the Sheriff's Determination. We dreaded to ask a Traveller the News, tho' in the utmost Anxiety. We spent a very disagreeable Night last Tuesday, not knowing but some if not many of our dear Connections were dead—murdered—or in horrid Consternation and Danger. Thank God the Storm is blown over. I wish the Wind had come round the right Way—But as it is I wish it lasting and firm. May you, as heretofore, set quietly under your own Vine and under your own Fig Tree. Peace, like most other Blessings of Life, is doubly enjoyed, after Interruption—you nearly knew the Loss of it. May no more Troubles of this or any other sort, disturb your Dwellings, and—may you be happy. The situation of Salem Hospital has been deplorable. I cannot account for the Stupidity of Latham³ in suffering so many to catch the small Pox naturally—it is beyond Belief that 1 in 4 should escape from taking the Disorder from Inoculation, more especially when repeated. Or if this was the Case, it's odd, to say no worse, that so many in each Way had it so full and bad—He is a Bungler—I am sorry so many Lives have paid for his Boasting. We were distrest for poor Bobs Situation. The worst News We had from him was Tuesday Night When We were in such Apprehension about your Town affair. Mrs. Dalton & I had little Sleep. We are much rejoiced to hear of the dear little Fellows Recovery. Like a Pendulum my dear Brother from the lowest Spirits, is raised to the highest Notch. What the Effects may be I know not.

³ Dr. James Latham treated the smallpox by the so-called Suttonian method, which was severely criticized.—See Felt's Annals of Salem. For "small pox riot" at Marblehead, see Road's History of Marblehead, p. 92.

We pity Mrs. White in being under the necessity of taking a second Part of the Hospital. Her Sister must want her & every Call of Nature seemed to demand her Attendance. You must let her stay be as short as is consistent and as soon as you have her Home take proper Care. The air is so putrid & she so lately been exposed to the same Sort, that double Attention is necessary. All Our Love attend you and her and all Friends. We are well, & happy, enjoying as yet Ease & Tranquility. How long that will last God only knows.

I thank you for your Intelligence of Towles Letter from Alicant. I wish I could have some particular News of My Ships Proceedings.

When the roads will answer, We purpose to see you at Mhead, and hope to hear you are well, at every Opportunity. I have received no Letters of yours from Piemonts saving one or 2 from old W. Hooper of those you sent him. We have no News here I am with particular Affection.—Dr. Bro

Your Lovg Brother
Tristram Dalton

8 Oclock, Crisp etc. are buried. The bells have ceased tolling & the Town as quiet as is possible.
My Regards to Dr. Jackson etc.

* * *

Newburyport Octo 14th 1776

Dear Brother White

I wrote you last week of my Acceptance, with Thanks, of your Offer of interesting me One Quarter Part in the Privateer Sloop Satisfaction. I have been able to procure only two french blls say 216^{lb} GunPowder. Dodge writes me he has engaged all He has to spare. I will watch what Vessells arrive here if possible secure enough to make up—and I would now advise you that our Council has no Blank Commissions for Privateers. Johnson, of the Brig Dalton, was by Desire of Council, obliged to send to N Hampshire and there obtained 12 Blanks with which He now proceeds to Water Town to get his own filled up and have ye other 11. If you have pitched on ye Com-

mander for the Satisfaction it might be best to apply immediately for a Commission for her lest When We want none are to be had.

I hope this may meet you & your dear Hannah well and Our Love attend you both. Poor Mrs. Harris is dying.

Adieu & believe me

Yours sincerely

Tristram Dalton.

To Capt Samuel White Merchant In Boston.

* * *

Newburyport, Oct. 18th 1776

Dear Brother White

I forgot to mention to you that I can supply the Sloop Satisfaction with all or any Part of her Bread—it is at 30/p Ct. here—tho' Flour is at 28/—you'll please to advise me immediately on this Head. I have as yet procured only 216^{lb} Powder will be on the Look out for more.

Your Hannah is making us happy here, bound to Derry tomorrow if she can have her Things in Time to put on Board a Schooner bound to Boston—which will sail in the Afternoon on Sunday if Wind—

I am well pleased with your present Engagement & heartily wish you Success therein & in every Undertaking.

I am with sincere Affection

Yours T Dalton.

To Capt Samuel White, Merchant, Boston.

Favord by Mr. Jones.

* * *

Water Town Wednesday Evg.

October 23 1776

Dear Bro White

I enclose you a Line from Bro Hooper—referring you to me. As to the 2 six pounders at 140 D if good may secure them and forward to Newburyport by the time the Letter mentions—and if any other good Ones come in your way which can be had there in the same time pray forward them. The Pay for the 2 or any others, you shall have as soon as I can come to town having the Money

there. I am not in the Way of getting any more Powder while at Court—intend seeing you Saturday Evg. when will talk over the whole matter. I received your kind Favor of 19th—in Answer say I saw all your things put carefully on Board a Schooner—which hope are arrived—I thank you for your kind Invitation which shall settle when I see you I at present recollect no young man who will answer for a clerk—should any Occur you'll hear further.

Young Pike who lived with Stephen Higginson I believe is at leisure—you may know his character by enquiry at Salem better than I can tell you—being quite ignorant of him.

Advise at present & believe me

Your sincere bro

Trist Dalton

To Mr. Samuel White, Boston.

* * *

Newburyport October 1, 1777

Dear Bro White

I am told you have purchased the whole or the chief Part of the Schooner True Blue of which I bo't of W Fowle 1/16th previous to her last cruise—if you can any way with convenience secure or spare on 1/16 more to make an eighth—or even to a quarter, I shall be very glad. Col Babcock says she is going to Boston to be fixed for a Cruise—which is quite agreeable to me. You'll please to advise whither you can interest me any further than the 1/16 I now hold.

We are all well save little Sally who complains of a cough. Col. Fowle here, but is indifferently—I fear will never be better. Ruthy joyns me in Love to Hannah & yourself hope this may find you well. Miss Becky talks of going to Boston next week—some little affairs prevented her ye last. I remain with esteem & regard

Your Friend & Brother

T Dalton

Bro Cushing just called this morning in his way to York—was very well. My Love to Sister Cushg.
To Samuel White, Esq., Boston. Col. Babcock.

Newbyport June 26th 1779
Saturday Morng.

Dear Brother White

The Event of Our Worthy Friend Mrs. Hooper's⁴ Departure is arrived. She left us this Morng. at 6 O'clock, & is, if any One is, happy in Heaven.

Her Funeral is proposed next Monday. Necessity, on Acco. of the hot Weather and the state of her Body, may oblige us to attend that Solemnity tomorrow—but nothing short of absolute necessity will occasion it untill Monday.

Bro Hooper's kind Love awaits you hoping the favor of your company.

He begs the favor of your procuring & bringing a Plate to be put on the Breast of the Coffin marked with the Name—the day of Death and Age—41 years— & this only.

Our united Love accompanies you & am with Affection
Your Friend & Bro
T Dalton

Please to send the Plate & Return of ye Bearer—marked as within unless you come sooner.

* * *

Newbury July 16th 1794

Doctor Nath^l W. Appleton

Dear Sir

I have received a letter, dated the 11th Inst. from Messrs. Weeks & Tucker of Portland, advising that they had dispatched the Ship Sisters, Capt Crabtree, for the City of Washington, with a load of Timber, to be delivered agreeably to Contract made with me among which they say is about fifteen tons of Ash, maple, Beach and Birch—which they put at the same price. I have written to them that I would take it—as it will serve for wharfing—and perhaps for some other more valuable purpose.

They also offer me a Load of Timber—about 240 Tons—which they expect to dispatch from Portland, for the Federal City, in about three Weeks—I have answered

⁴ Sarah, wife of Stephen Hooper, and daughter of Thomas and Mary Woodbridge.

that I will take this also at the same rate & terms of that mentioned in the Contract—and all the Materials for Building which they may send per the Vessel at proportionate prices. This I did in conformity to W Greenleaf's ideas expressed to me. The whole I mean for his Account & use—excepting out of the timber any Quantity that Mr. L. Deblois may want to finish his Works. If W Greenleaf should have concluded to have the wharfs on Square No 9 for Acct. Lear & Co. built by Mr. Deblois' Workmen, he will have given directions to have so much Timber taken from this Quantity as will be sufficient for that purpose.

You will please to receive the one and the other Car-goes when they may arrive.

I have directed the Captain to call on Mr. Thos. Porter, when off Alexandria—for advice and directions to him I have written by this post—referring him to you—as W G's Agent.

I am with much respect & Esteem

Dear Sir

Your most hble Sevt.

Tristram Dalton

W G I suppose left the Contract which I made with W & Tucker in your Care. Youll please to advise him the Contents of the above as I wrote to him ye 14th, on our Companys Concerns, shall note by this post.

MARBLEHEAD IN THE FRENCH AND INDIAN WAR

“Marblehead October 4th 1756

“Sir, I would with Submission beg Leave to Acquaint Your Honour that the Warrant I received from His Excellency Governour Shirley Dated the 8th September for the Impressing of Twenty Three Men is now out of date and the Number not wholly Completed Those that has been Imprised have paid their fines, and am Indeavouring to hire men therewith. Our fishermen are now about Coming in and as His Excellencys warrant of the above date is of No Force, Humbly pray your Honour would order a new one for me. Several of our fishing Schooners Arrived a few days Since But before they got in, met with the Tender belonging to His Majestys Ship Mermaide which Took Severall men out of them which Creates great uneaseynous Amongst the People. they thinke the Duty of this Regiment Exceeding hard, to be obliged to attend His Majestys Service both by Sea and Land, and even when on the Banks are Exposed greatly to the Enemie, we have accounts of Severall of our Fishing Schooners being Taken and the men prisoners, which with those taken on Board the Kings Ship all Serve to unable us to procure the Number His Excellency was Pleased to assigne us

“I would assure your Honour I am not wanting in my best Endeavour in promoting the Publicke good, and in this affair do to the Extent of my Power to procure the men. If your Honour Can by any Means Lessen the Number assigned us to procure, by Considering the number taken by the Enemie and Imprised on board the Kings Ship It would be Very gratefully Acknowledged by the Town in generall and In particular by

“Your Honours Most Obedient Humble Servant

“Jacob Fowle.

“I would acquaint your Honour that Morris Astin a Disarter in Salem Goal, is Desirous of going in the Expedition if your Honour will please to order an officer to take him from his Confinement.”

—*Mass. Archives, Vol. 55, p. 487.*



A SCENE IN IRELAND, SHOWING SIMON FORRESTER, (at lower right) LEAVING HIS NATIVE LAND.
From a painting on the panel of a mantel formerly in the Forrester house, and now in possession of the Essex Institute.

SIMON FORRESTER OF SALEM AND HIS DESCENDANTS.

BY HENRY WYCKOFF BELKNAP.

One of the noteworthy families of Salem in the eighteenth century was that of Forrester, noteworthy not alone from its prominence among the merchant princes of the day and the services of its members in the Revolutionary War but because of the rapid accumulation of a very considerable fortune, largely augmented by privateering which in some rather obscure way was so soon dissipated.

Tradition has it that the loss of a number of vessels in the same year accounted for the shrinkage in wealth, but the "Ship Registers of Salem" do not verify this report. The ship *Emerald* had been sold to others before she was cast away.

Through death and removal to distant parts, the name disappeared from Salem in three generations and there, at least, the male line became extinct.

The biographical notes with which the account opens and which were supplied by a descendant on the female side are given as received but as to their exact accuracy the writer does not commit himself nor assert their literal truth.

The title of Baronet was conferred upon Forrester of Corstorphine from the institution of the Order in the year 1633. He was among the first to receive the title and Order and was a Peer of the Realm. This Order of Baronets in Scotland was projected by King James I to encourage the plantation and cultivation of the province of Nova Scotia, but as he died before this was accomplished, his son, Charles I, executed the plan soon after his accession in 1625.

The following notes were compiled by Rachel, daughter of John Forrester, and grand-daughter of Simon Forrester, the immigrant. She was born in Salem in 1817 and died in Salem in 1891, and may be supposed to have been well informed as to her facts:

SIMON FORRESTER, the first of his name in America, was born in Ireland May 10th, 1748, a son of Thomas Forrester, who was descended from the Baron Forresters of Corstorphine, Scotland. The title is now held by the Earl of Verulam. (See below.)

He came from Ireland in a sailing vessel owned by Captain Daniel Hathorne and in 1776 married Hathorne's daughter Rachel, a great-great-granddaughter of Maj. William Hathorne and great-granddaughter of Judge John Hathorne of the witchcraft period. Her brother was the father of Nathaniel Hawthorne, the author.

My grandfather Simon Forrester was very proud of his descent on his father's and mother's sides. He said to his daughter, Mrs. Elinor Coit, that his father's family were descended from the Barons of Corstorphine. Elinor Hely was my grandmother's mother and was the daughter of Oliver Hely. His brother, Francis Hely, was the father of the Rt. Hon. John Hely (who, having married an heiress, added her name to his own) and grandfather to the Earl of Donoughmore. The Helys owned Donoughmore in Ireland and hence the title.

Simon Forrester's father and uncle or uncles went from Scotland to Ireland (elsewhere he is said to have been born in Ireland) and bought a farm of two hundred acres, not far from the Bay of Cork. My grandfather was early infected with a strong desire to go to sea.

On the death of his older and only brother, (1768), to whom he was devotedly attached, he determined to leave Ireland for America, being at the age of 19, and if possible to make his fortune. He was educated at Cloyne College and learned everything which it was thought sufficient to fit him for a merchant's life. I have heard the following account many times from my mother and corroborated by Irishmen who had heard their fathers tell the same.

The laborers were reaping grain on his father's land, and one day as it was necessary to get the grain in speedily, they enlisted the services of their master's son. When all was done he threw down his reaping hook saying, "This is the last time I will reap grain in old Ireland."

On the following morning, as they sent a market wagon regularly into Cork, he mounted the wagon and drove into Cork. From there he took passage to Liverpool, where he met my great-grandfather, Captain Daniel Hathorne, and

engaged passage with him to America as a hand before the mast.

There was a story current here that my grandfather was a servant in Daniel Hathorne's family after he came here. My mother asked my great-aunt Ruth if it were true. She drew herself up indignantly and replied, "No, Charlotte. It is not true. Simon Forrester was not a man to work in any family. My father found that he belonged to a good family and had a good education and he brought him to our house and treated him from the first like a son. He was as much attached to him as to either of his own sons and he had at that time two colored servants."

(signed) Rachel Forrester—1869.

Killeenach, where Simon Forrester was born, was owned by the family for many years. Being unclaimed by him, it passed to, and is now owned by, a second or third cousin, the next male heir.

Letter from Richard Leahy to the Misses Forrester of Salem:

4 Wendel Street, Boston, Feb. 14, 1860.

Misses Forrester:—I hope you will excuse my frail attempt of describing to you the firm resolution, the undaunted bravery and noble generosity of your grandfather, Simon Healey (sic) Forrester. I was often an attentive listener, hearing my father and many of his old friends talk about his youth and when he went to Cloyne College, where he received his education and whence he would come home once a month. He would prefer walking to riding though the distance was twelve miles and not only that; instead of coming on the highway as the roads are termed in Ireland, he would take the heart of the country and not a fence he would meet but what he would leap over it so that the people as he would pass along would be all looking after him and enquiring who he was. For you must know the Irish prize highly such feats and everyone would say he would make a great man if he lived. Well now his education finished he comes home for good, as it were, to be his own master, but he was not destined to be so long.

One fine day in harvest time as he was overseeing his father's men reaping the corn, the spot where he stood commanded a beautiful view of Cork Harbor. There and then he formed his resolution.

He went straightway to his father and told him that he was bent upon trying his fortune in other lands. His father did all he could to dissuade him from such a rash idea but all in vain. His mind is fixed and he won't alter it. So to sea he goes and is not heard of for years. His father and friends now give him up as lost, when one fine morning a man well mounted rode up to his father's gate as if in a great hurry and enquired if Thomas Forrestal lived there and, if so, was he at home.

Being answered in the affirmative he said he wanted to speak to him. The old man soon made his appearance and no sooner did he, than he was told he was wanted in Cork and that Mr. Luke Shea was impatiently waiting for him. He made no hesitation but rode away wondering as he drove along what it could all be about. This Luke Shea was a rich merchant and ship owner and was well known to him. When he arrived there he found Mr. Shea and another gentleman whom he did not know. After a most cordial welcome Mr. Shea asked him if he had a son whom he had not heard from for a long while. The mention of a son whom he thought dead brought tears of sorrow from his eyes which made the tears start from his companion's also. After some time he told them that he had a son, that he went to sea but that he was long gone without hearing from him, that he gave him up as lost and again the tears flowed copiously.

At this point Mr. Shea told him to be of good cheer, that his son was not dead and that he had good authority for saying so and congratulated him upon the generosity of his son. He then introduced the strange gentleman to him as Captain of one of his ships and as one who could tell him something about his son. After a hearty shake of the old man's hand he commenced by telling him that as he was homeward bound, laden with indigo, he spied a ship bearing down upon him. He thought to get out of her course and did so as much as he could but still he found that she was bearing upon him. He then thought there must be something up so made all sail he could but soon found that it was in vain. As she was now within hailing distance of him he was ordered to heave to but he still kept on until she was side by side with him. Resistance was now worse than useless so he surrendered in a moment to his captors. He then realized that she was an American privateer and that his ship and valuable cargo was a prize to the Americans and that he was a prisoner.

So he gave up all hopes. He was asked for his papers by the Captain of the *American*, a swifter craft than which he had never seen. When he produced his papers he was then interrogated by the Captain of the *Break of Day*, for such was the name of the *American*, and told to speak plainly for upon his answering all depended. The Captain asked him if the ship and cargo belonged in person to Luke Shea of Cork. He said it did and if he found out the reverse he would answer for it with his head. He there and then without further question told him that he knew the owner and that he would make him a present of his ship and cargo without doubt. "I thanked him and asked him if he would not let me know who was so kind. He then told me that his name was Simon Healy Forrestal, son to Thomas Forrestal of Killeenach and that Luke Shea knew his father well. We then parted, he wishing me a safe passage for the remainder of my journey and hoping that I would not fall into worse hands than his. And he got his wish. I arrived safe and hope that he is also safe.

"So you see, old man, that your son is not dead and that he behaved a good friend to me and a better one to Mr. Shea. He is a brave and a generous man and a son whom you ought to feel proud of." Mr. Shea then told the old man if ever he wanted a friend to call upon himself and that he would be most happy to serve.

This is as I have heard it often from my father.

Yours &c.

Richard Leahy.

Another letter (undated) from Richard Leahy:

. . . The place and manner in which he next figures most conspicuously (as far as I know) is as follows:—Some time after the foregoing his name became a terror to English merchantmen (would to God he terrified their nation into oblivion) when one Captain Greatorix volunteered to give a good account of him and make him pay dear for the onslaught he had made on his countrymen on condition he would be allowed to choose the manning of his ship (you must know this Greatorix was Captain of a man-of-war). He got his request and dearly he paid for his boast. He enlisted in England what he considered bravos and then he repaired to Ireland and there picked up as many anti-Irishmen as he thought were more than sufficient to crush bold

Forrestal. In that he was mistaken. He likewise took along with him a nephew to act as second in command and with the ambitious design of promotion for him and that he should share the glory of taking bold Forrestal. All things prepared he put to sea and in about eight or nine days he spied a sail in the distance of which he had some doubt. Giving the glass to his nephew while he went to have all in readiness. In a few moments the nephew called out to him telling him that she was bearing down upon them and that it was no other than Captain Forrestal and the *Break of Day*. That he was now so near to them that he could not mistake a man-of-war for a merchantman and that he seemed determined to fight. He was now so near them that the nephew told his uncle it was better for him to change his course a little and to hold off for awhile. Whereupon his uncle struck him such a blow that he laid him prostrate on the deck, saying, at the same time, was it to make cowards of his men he brought him with him? By this time Captain Forrestal was almost by their side and he prepared to board for such was the way he intended to fight them.

Greaterix now seeing what he meant, though he still relied upon the superiority of numbers, gave the command "fire" but just as he was in the act of so doing he was spied by bold Forrestal who sent the messenger of death to his heart in the shape of a leaden pill and then gave the orders to board, encouraging his men with the assurance that he had shot the enemy's Captain. Hearing this they obeyed the command regardless of all danger and in a few moments they were on board the English man-of-war and in a very little while were masters of it too, as half its men never fought but ran between decks when they heard that their Captain was dead. This account is from one that was on board the Englishman at the time and was found hid away between decks after the surrender. He was found there by Captain Forrestal and when told to come out of his hiding place his first word was, "Did we take them or did they take us?" The Captain laughed and said, "We took them," whereupon he jumped with joy. But he soon found his mistake. The Captain recognized him and asked him if he did not remember whom he was talking to. He said he did not. The Captain then asked him if he did not remember having a school-mate by the name of Simon Forrestal. He said he did. "Well then," said the Captain, "I am that school mate and Captain and owner of the ship you were so

glad of having taken," and added "I should not have thought you were so great a coward." Whereupon he fell down and asked his pardon and swore that if he thought he was the man he was to fight against he would rather drown himself first. The Captain told him to take courage, that he was safe and that he would land him where he could get a ship for Cork. He did so land him and gave him plenty of money to take him home and a little to boot.

I have often heard my father tell this tale and that he often heard this man tell it when he was an old man. Please excuse my diction and let me know how you like my feeble recollection.

P. S. I am in search of the origin of the name Forrestal or Forrester and to see which is correct. When I receive it, I shall forward it to you.

Yours, &c.

Richard Leahy.

Note by Marianne Silsbee Devereux:—"Lest the above give the impression that Simon Forrester deliberately refused communication with his relatives in Ireland I would say that he was on the point of visiting them when the breaking out of the Revolution made it impossible, and that letters from his sisters, nephews, etc., show that he sent them generous sums of money."

Note by the writer:—In regard to the use of the name "Forrestal" in the foregoing it is found that in Bowditch's Suffolk Surnames he gives this form as a variant of Forester and Forrester and derives it from "Forest hall."

As to the descent from the Scotch Barons:

1. THOMAS FORRESTER, born in Scotland or Ireland, married Elinor, daughter of Oliver Hely of Donoughmore, Ireland, and it would appear settled upon a farm not far from Cork. That he was of good family may be assumed from the statement in the family papers above, that his son Simon was educated at Cloyne College and was evidently still alive at the time of the Revolutionary War in America. Kileenach, said to have been the name of the town in which he lived, does not appear in the Gazetteer, but was very likely a small village.

Children :

JOHN, born 1734, died 1758(?)

MARY.

CATHERINE.

HONORIA.

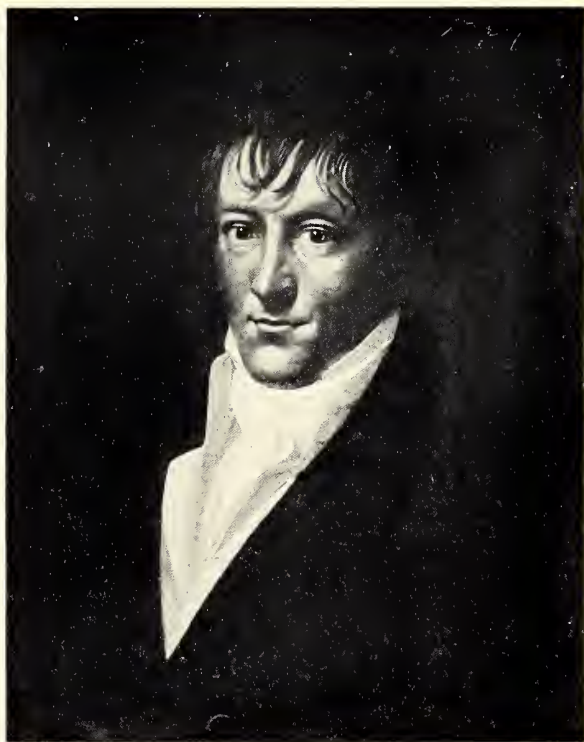
ELEANORA.

2. SIMON, born 10 May, 1748, Killeenach; died 4 July, 1817, Salem, Mass.

2. SIMON FORRESTER, born 10 May 1748 in Killeenach, Ireland, as has been said in the preliminary notes, decided to try his fortunes in America, and, having made his way to Liverpool, fell in with Captain Daniel Hathorne of Salem, who was about to make a return voyage to the west. If the family papers are correct in giving Simon's age at this time as 19, this would have been in 1767. In that year Captain Hathorne was in command of the schooner *Salisbury* and departed from Salem, according to the Impost Office records, on June 20th bound for Fayal, whence he returned on September 8th. No log of the *Salisbury* being at hand, we can only surmise that he touched at Liverpool on the way home. His other voyages before and after this one were at such periods of the year as to preclude his having been in England at harvest time, a necessary matter in order to prove the truth of the story of his leaving home.

The report that he was a servant in Captain Hathorne's house upon his arrival here seems to rest upon the record of the ever-useful Dr. Bentley, as may be seen by reference to his note made April 11, 1816, which appears below. From the family papers we note that he left in spite of his father's opposition, but there is nothing to show that he was cut off with a shilling, although it is said that he shipped before the mast, which does not indicate a full pocketbook and it may well have been that for a time he filled a clerical or some such position.

By 1775 he was commanding vessels, and in the *Rover* with a crew of sixty men he made successful voyages, securing many rich prizes. Here we may believe he laid the foundation of his fortune which Dr. Bentley says reached to the huge amount for those days of fourteen



CAPT. SIMON FORRESTER
1746 - 1817

From an oil portrait in possession of the Essex Institute.



hundred thousand dollars. Were the Doctor less accurate in his gossip than we know him to have been, one would hesitate long before accepting this as a fact.

On December 7, 1776, he was married to Rachel, born July 25, 1757, in the First Church in Salem, daughter of his benefactor Daniel and Rachel (Phelps) Hathorne, it is said much against her family's wishes, possibly because even then he had shown some of the unpleasant characteristics which Dr. Bentley mentions.

In 1778 he volunteered for the expedition to Rhode Island in August of that year. His death occurred on July 4, 1817, at the age of seventy-one, and two days later he was buried in the Charter Street Burying-ground. His wife died June 29 or 30, 1823, aged 66, although curiously enough the *Salem Gazette* gave her age as 78.

The following comments, taken from the Diary of William Bentley, throw some rather vivid light upon the life of Simon Forrester:

February 2, 1791. Capt. Forrester has purchased the elegant but unfinished House of Capt. Jona Ingersoll, fronting Derby Street, with the Cobb (Central) Wharf & Store & flats, at about £700.

March 18, 1792. Capt. Forrester, who bought Ingersoll's House in Derby Street, has also purchased the flats belonging to Mr Wm Browne adjoining.¹

October 1, 1792. The Parish has a suit against Capt. Forrester for refusal to pay Diman's Taxes. His plea is that he bought a house belonging to an Episcopalian, & so is not subject to Taxes. It is carried up to the Superior Court.

March 23, 1793. The affair of Forrester & Ward decided against Forrester, he is to pay the parish Tax assessed upon him for his house, & property. Thus ends a long debate in the parish.

October 30, 1795. Capt. Forrester, a rich man in this part of the Town, lost his eldest daughter this morning. She had had the Fever & Sore Throat so prevalent & her fate was determined in three days.

February 26, 1797. Capt. Forrester of Salem lost 251½

¹ In June, 1792, he was building a storehouse of three stories for naval stores, at the head of his 'New Wharf,' and in 1798 was enlarging his barn on Derby Street between Orange and Curtis Streets.

Tons of Hemp at £89 pr Ton. [In a ropewalk fire in West Boston.]

May 8, 1801. The capture of Capt. S. Forrester's vessel has occasioned no small irritation in the mind of this warm Federalist against the English mind. [No other reference to this vessel has been found. The *Salem Gazette* does not record the incident.]

December 6, 1807. News that Simon, son of Capt. Simon Forrester, of the same name, upon his return from the East Indies plunged into the Ocean & perished. He had long been in habits which could not promise much for his future years.

April 11, 1816. A succession of events has directed the public attention to the fate of a family of Forrester. He came an Irish lad in service to W. (sic) Harthorne & afterwards married his daughter. By uncommon success in business he became one of the wealthiest men in the Country. I knew him above 30 y. ago & visited in his house. He was a man of business, of strong passions, & such a man as his condition might readily form. Upon his prosperity he became intemperate, & severe in his family & irregular. But his wealth gained him suitors for his daughters, first, a young merchant, then a young Doctor, then a young Clergyman. One of his sons leaped from the windows of a Cabin into the sea. Another has died this day in fits after a few hours illness. He has two sons left, one at sea. The whole eccentric.

April 14, 1816. In Salem, the alliance formed by the E[piscop]al Deacon [Thomas Carlisle afterward rector of St. Peter's Church] with the unhappy but rich family [Forrester] on Apr. 11, is a subject of much conversation. A. says, a wolf in his flock. The Ep. D. says, the woman, not the wealth. Capt. K., a poor girl for her piety. The Ep. D. has been eccentric, a bankrupt, a Vendue master, but is called a great Ep[iscop]al reader.

July 5, 1817. Yesterday died in Salem, Capt. Simon Forrester, aet. 71. He was said to be from Waterford in Ireland. He was an apprentice to Capt. Daniel Harthorne, Union Street & afterwards, much against the wishes of the parents, married one of his daughters. With a mind full of superstition, with a temper as boisterous as a Tempest & with habits of occasional intemperance like a ship without a helm, he still retained so much of his industry in the active parts of life as to have more than common success. And for the last ten years when confined to his bed, & often threatened by the civil magistrate, he accumulated by the gifts of fortune so as to die the richest man in Salem. His

wealth is given at 14 h. th. D. He has two sons, one of which is at sea, & very dissipated, the elder at home as a Merchant. The eldest d. married a Merchant, the second a Physician, the third a priest. His will gives a sum to his widow, an equal sum to his Sons & d. but possession to the first & the interest only to the parents during life, so that the sons in laws have the interest only at their disposal. He has given 15 h. D. to the poor, to be given them for a dinner annually from the interest at the discretion of the Overseers. He lived in Derby Street between Curtis & Herbert Street.

About 1810, Simon Forrester deeded through the Marblehead Bank to the Roman Catholics of Salem, in the bishop's name, the land on the northern corner of Mall and Bridge Streets for a church, to be held for religious purposes forever, and in 1820 a small wooden building was erected for St. Mary's Church. At the time of his death in 1817 his library was valued at \$500.

The house he bought of Jonathan Ingersoll, as mentioned by Doctor Bentley, was a large wooden one next but one west of the present Home for Aged Women on Derby Street. A large wooden mantel with a painting set in the panel above representing Simon setting out for the new country with his pack on his back is now preserved by the Essex Institute. This house was sold in March, 1826, by John Andrew and Gideon Barstow to Richard Savory and Thomas Farless jr. for \$5000.

Simon was a member of the Salem Light Infantry in 1805. His Revolutionary War service was as follows:

Simon Forrester appears in a petition signed by Joseph Sprague and Jacob Ashton in behalf of themselves and others asking that said Forrester be commissioned as Captain of the armed sloop *Rover* (privateer). Ordered in Council, July 12, 1776, that a commission be issued.

Simon Forrester appears in a petition dated Boston, January 4, 1780, signed by Thomas Russell of Boston, asking that said Forrester be commissioned as Commander of the sloop *Centurian* (privateer). Ordered in Council January 4, 1780 that a commission be issued.

Simon Forrester appears in a petition dated Boston, June

8, 1780, signed by B. Goodhue, in behalf of Bartholomew Putnam and others of Salem, asking that said Simon Forrester be commissioned as Commander of the ship *Jason* (privateer). Ordered in Council June 8, 1780 that a Commission be issued.

Simon Forrester appears in a petition dated Boston, September 9, 1781, signed by Thomas Saunders, in behalf of Elias Hasket Derby and others of Salem, asking that said Forrester be commissioned as Commander of the ship *Patty* (privateer). Ordered in Council September 29, 1781 that a Commission be issued.

Simon Forrester appears in a petition dated Boston, February 12, 1782, signed by Elisha Sigourney in behalf of Elias H. Derby and Nathaniel Silsbey of Salem, asking that said Forrester be commissioned as Commander of the ship *Exchange* (privateer). Ordered in Council February 12, 1782, that a commission be issued.

[Certified copy of the above signed by William M. Olin, Secretary of State, Boston, December 30, 1901.]

Note in the family Bible, written by Timothy Williams, merchant, and one of the executors of the will of Simon Forrester:

'Simon Forrester departed this life July 4, 1817, aged sixty-nine years, the honored father of the above named children. An honored merchant who came to this country at an early age, and after passing through the several stages of a sea-faring life commanding a vessel in the Revolutionary War in the service of one of the most distinguished merchants the town has ever produced, accumulated a great estate, the fruits of honest industry. May it ever be an example to excite others. Without going beyond his means, free from rash enterprise, or grasping speculation, always exercising a sound judgment, he conducted his business with honour and ease. Generous to those he employed, faithful to them if they were faithful to him. In politics an undeviating and discriminating Federalist. He sought no public honors or offices, but he respected men who deserve the former or will perform the latter. His family and friends will long cherish his memory and respect his virtues. One who has received for himself and others the inestimable privilege of his friendship and confidence presumes to intrude on the Public eye this tribute of the heart.' (Signed) T. W.

An abstract of the Will² of Simon Forrester follows:

Will of Simon Forrester of Salem, merchant.

Debts & funeral expenses paid.

To wife Rachel, mansion house and land in Salem, wharf and warehouses for life with use of household goods and furniture (including plate) also horse and chaise and cow, then to sons John and Thomas Haley Forrester and their heirs in trust.

After wife's decease they shall sell furniture and goods as they think proper and divide property among all my children.

Wife Rachel, for life, use of income of shares in Salem bank, so-called, then the shares to sons John and Thomas Haley in trust.

If insufficient for support of wife she shall have income and use of such further part of estate for life as shall be sufficient.

All above in lieu of dower right.

To John Forrester, \$10,000.

To Thomas Haley Forrester, \$10,000.

To Charles Forrester, \$10,000, and library to be kept intact.

To physician serving in last illness and to clergyman conducting funeral, each a suit of mourning.

To deacon Samuel Holman, in the church of Rev. Thomas Barnard, \$500, in trust for poor in congregation.

To Ebenezer Beckford, Jonathan Neal, Jonathan Hodges, and Henry Prince, overseers of the poor, \$1500, in trust, income for two dinners annually to poor in Salem poor house on Christmas and Independence days, any surplus for the benefit of the poor house.

To clerk in counting room and to man servant and several maid servants, a suit of mourning each.

Remainder:—

To John Forrester, $1/7$ part to him and his heirs.

To Thomas Haley Forrester, do.

To Charles Forrester, do.

To John and Thomas Haley Forrester, $1/7$ part in trust for daughter Rachel, income for life not under control of any husband and to her children and if she has no children then to his other children.

(As last) for daughter Catherine Andrew, wife of John Andrew, merchant (as last).

² Essex Co. Probate, vol. 390, p. 264 et seq.

(As last) for daughter Nancy Barstow, wife of Gideon Barstow, physician, (as last).

(As last) for daughter Eleonora Forrester (as last).

Executors have power to sell any part of estate. John Forrester and Thomas Haley Forrester, exectrs.

Simon Forrester.

Wit:—Life Smith, John Brooks, Joseph Flint, 16 Sep. 1813.

Codicil:—15 July 1817. Have since purchased lands and tenements, and daughter Rachel has deceased, therefore her 1/7 to his surviving children, 1/6 to John, 1/6 to Thomas Haley, 1/6 to Charles, 3/6 to John and Thomas Haley in trust for daughters Catherine Andrew, Nancy Barstow, Eleonora and their children.

To John and Thomas Haley Forrester, land and house on Winter Street bought of John Prince jr., et al., in trust, to permit daughter Catherine Andrew, wife of John Andrew, to receive rents, etc., for life and to her children and if she has no children then to his other children. Valuation \$6000, but if she does not take it in six months, to residuary estate.

To John and Thomas Haley Forrester, land in Salem on south side of Essex Street and the house bought from executors of Dr. Moses Little, in trust, for daughter Nancy Barstow, wife of Dr. Gideon Barstow (as last). Valuation \$9000.

Bequest to Ebenezer Beckford et al., overseers of the poor of \$1500, revoked and given to inhabitants of Salem in trust for two dinners annually to poor in poor house (as before).

To each executor, a suit of mourning and power to sell real estate.

6 May 1815. Same witnesses as before.

Codicil:—Revokes codicil so far as relates to John and Thomas Haley Forrester and bequeaths to Nathaniel Bowditch, Dudley L. Pickman and Leverett Saltonstall all of Salem, as joint tenants and not as tenants in common, upon same trusts, with reasonable compensation.

Instead of executors before appointed, son John Forrester and friends Timothy Williams of Boston and John Pickering of Salem. 21 Jan. 1817.

Wit:—John Brooks, Joseph Flint, Elijah Town.

Prob. at Gloucester 3d Tuesday in July, 1817.

John Brooks of Salem, merchant, of lawful age deposes that Life Smith of Salem, who was one of the subscribing witnesses to the will of Simon Forrester, left Salem about

the month of April last past for the purpose of going to the frontier of the United States and the British Provinces adjacent thereto, for the purpose of trading there and has not returned to Salem, but is still absent. Dated July, 1817.

July 12, 1817, the widow and children of the late Simon Forrester sign a petition for the presentation of the will July 12, 1817. Signed:—Rachel Forrester, N. F. Barstow, Gideon Barstow, Eleanor F. Carlile, Thomas Carlile, C. Andrew, John Andrew.

Order of notice on the petition of the heirs-at-law of the estate of Simon Forrester shows that when the testator made his will he had six children living and that his son Charles died without issue, and that said Simon died without altering his will, therefore the heirs petition that the estate may be divided according to law. Dated September 1817. Rachel Forrester, widow, signs receipt for the carriage, wardrobe and library, October 6, 1819.

Will³ of Rachel Forrester, widow of Simon Forrester made May 14, 1823, and proved in July, 1823:

1st Bequests to sons John and Thomas Haley Forrester and to daughters Catharine Andrew, Nancy Barstow and Eleanora Carlile, all household furniture to be divided equally among them.

2nd To the three daughters, all my clothing and articles for personal use or adornment to be divided equally among them.

3rd To granddaughter Rachel, daughter of John Forrester, or her heirs, the Holy Bible in two volumes marked with my name on the covers.

4th To my grandson John, son of John Forrester, my gold watch, and in case of his decease, to his heirs.

5th To Charles, son of John Andrew or heirs, one hundred dollars. To Thomas Haley Forrester, son of Gideon Barstow or heirs, one hundred dollars. To Thomas, son of Rev. Mr. Carlile, or his heirs, one hundred dollars to be paid to their respective parents or guardians for the purpose of procuring useful books for them at the discretion of said parents or guardians.

6th If Patrick Lehy, a minor, now under my care shall be alive at the time of proving this will, I give to above

³ Docket 9775, Essex County Probate.

named John Forrester \$1000, to be applied for the education and support of sd Patrick Lehy.

7th I give to John Forrester, in trust for the benefit of my sister, Sarah Crowninshield, widow, \$1000, the interest to be paid to my sd sister quarterly, as long as she lives, and at her decease, the said sum of \$1000 shall be given to Rachel Forrester, daughter of John Forrester, subject to the conditions hereafter mentioned in the 13th article, and at her decease it is to be given to her heirs.

8th I give to the sd John, the sum of \$2500, in trust for the benefit of my aunt Eunice Perkins for her support and at her decease the sd sum shall be distributed as follows:—To Simon, son of John Forrester, \$1000. To Simon Forrester, son of Gideon Barstow, \$1000. To Charles, son of John Andrew, \$500. This property distributed to my three grandchildren to be subject to the conditions mentioned in the 13th article.

9th I give to John Andrew, \$1000, in trust, to be put at interest or invested, interest to be paid quarterly to my two sisters, Eunice Harthorne and Ruth Harthorne, and at their decease said sum to be paid to John Forrester, son of sd Andrew.

10th To Isaac Watson, son of John Andrew, five hundred dollars to Daniel Harthorne, son of Gideon Barstow, \$1000.

11th To Elizabeth Forrester, Eleanor Forrester, Thomas and Louisa Gardner, the children of Thomas Carlile, two thousand dollars to be invested by my executors in the Massachusetts Hospital Life Insurance Co. for the purpose of purchasing an endowment for sd children to be paid to them in equal portions when they are of the age of 21 years or married.

12th To my daughters Catharine, Nancy and Eleanor and to my daughter in law Charlotte Forrester, wife of John Forrester, each \$500, to be invested. The income of the sums given to my daughters Catharine and Nancy, I wish to be appropriated wholly to the support of Mrs. Mary Joseph, widow, during her life.

The income of the sum given my daughter Eleanora, I wish to be applied to the relief of my Cousin Ebenezer Cheever and the widow of the late Solomon Gould, in such manner as my said daughter shall think best.

The income of the sum given my daughter-in-law Charlotte, I wish to be applied to the relief of the widow of the late Jonathan Phelps and any other of my relatives who may need assistance.

At the decease of any of the persons just mentioned for whose use the income might be applied, I wish it to be used for the relief of poor widows in Salem, according to the discretion of my sd daughters and daughters-in-law. Should either of my daughters or daughters-in-law depart this life before my decease, it is my will that the said sum of \$500 given to them shall be paid to the husband or husbands of the sd persons, or to the executors or administrators of sd husband or husbands, leaving it freely to the honor of my daughters or those into whose hands the property may come to comply with my wishes.

13th In respect to the property bequeathed in the 7th, 8th, 9th and 10th articles to my grandchildren Rachel Forrester, Simon Forrester, Simon Forrester Barstow, Charles Andrew and David Nathan Barstow, if any of them shall be married or have become twenty-one years of age by the time this property shall accrue to them, they shall receive the sums due them but if they shall still be minors or unmarried their guardians shall place the money at interest until they are married.

14th Should there be left any property undisposed of after these bequests are satisfied, I will that the sd property shall be divided among my children, John, Catharine, Nancy and Eleanor or their heirs.

Lastly I appoint Nathaniel Bowditch of Salem to be sole executor.

Witness:—Lewis Tucker, Oliver Dermett, Elizabeth French.

Inventory⁴ of the Estate of Simon Forrester of Salem, merchant. Appraisers appointed July 15, 1817, viz. Joseph Waters, Samuel Endicott and Richard Wheatland:

Real Estate:

Dwelling House and land in Derby street	\$8,000.
Wharf and Stores on Derby street	14,000.
House and land on Union street	2,500.
House and land occupied by Doctor Barstow	9,000.
House and land occupied by Mr Andrew	4,000.
House and land occupied by Mr Carlisle	6,050.
2 Pews in Mr Abbot's Meeting House	350.
1 Pew in St Peter's Church	117.

\$44,017.

⁴ Docket 9776, Essex County Probate.

Personal Estate:

Weights and beams \$120., Ten Iron Guns \$100.,	
Silver Plate \$500., Household Furniture \$1200.	1,920.
Library \$500., Carriage, Chaise & Harness \$700.,	
Beds, Blankets & Bed Linen \$1000.	2,200.
Family Linen \$500., Ward Robe \$300., Contents of	
Cellar \$350.	1,150.
Counting House Furniture \$20., Eleven hundred	
Gunny Bags \$59., one Cow \$20.	99.
Stocks in Louisiana Loans, U. S. Bank Shares,	
Specie Dollars in Boston Bank, Adventure by	
Ship Two Brothers	41,017.
One third part of ship Restitution & cargo	15,000.
40 shares in Salem Bank	4,000.
40 shares in Salem Marine Office	12,000.
50 shares in Boston Marine Office	3,600.
Adventure in Ship Charles Morriss	7,000.
Money laying in England	162,262.74
30 shares in Norfolk & Bristol Turnpike	4,300.
20 shares in Essex Turnpike	300.
6 shares in Salem Assembly	600.
18 tons of Hemp at New York	3,000.
4 Bales Calcutta Goods in Philadelphia Notes	2,000.
Two notes of Richard Wheatland's	2,000.
Benjamin Felt's note \$100	100.
John and Richard Gardner & Co's note	500.
Hugh McCulloch's note	300.
John Forrester's note	958.61

Whole Total

\$308,324.35

The executors of the last will and testament of Capt. Simon Forrester, for the better understanding of the several accounts exhibited by them, submit the following statement of the mode in which the estate has been settled by them:

The whole amount of property which has come into their hands as appears by their accounts is \$805,731.14
 To this sum add the amount of advancements made by the testator in his life time to the five surviving children and directed in the will to be taken as part of his estate

83,433.94

889,165.08

Add also the amount of advancements made to Charles Forrester the deceased son	22,523.64
	<hr/>
	911,688.72

Deduct from this sum as follows, viz:—

“ property for the use of the testator’s widow	\$55,218.57	
“ legacy given	22,000.—	
“ debts, taxes, losses, premiums of insurance and sundry other demands	38,537.31	115,753.18

Neat amount of property to be divided	\$795,935.54
of which a share or sixth part is \$132,655.92 $1/3$ and five such shares have been paid over to the trustees of the daughters and to the two sons, making	663,279.62
The intestate sixth is nominally \$132,655.92 $1/3$ but from this must be deducted the amount of advancements made to Charles Forrester, the deceased son, who would take this sixth	22,523.64

Neat balance to be distributed	\$110,132.28
of which $1/5$ is \$22,026.46; and five such parts have been paid over to the heirs at law, making	\$110,132.28
to which add the advancements of Charles Forrester	22,523.64

\$795,935.54

John Forrester	}—executors
Timo. Williams	
Jno. Pickering	

Whereas Ruth Hathorne, Spinster of Salem, lately deceased did propose by her last will & testament to leave her property to Charlotte, widow of the late John Forrester, for her natural life, then to the unmarried daughters of said John and Charlotte

And whereas there is in existence a certain note of hand belonging to the estate of said John Forrester deceased & the heirs thereof signed by said Ruth Hathorne and which note covers & absorbs the property intended to be devised as aforesaid

And whereas we desire the purpose of the said will to be carried into effect & the said note to be cancelled in furtherance of said purpose

Now, therefore, we the subscribers hereto heirs of the said John Forrester deceased & in that capacity holders of the note aforesaid & the claim & right therefrom arising do for ourselves relinquish our several shares of & interest in said note on condition that the property of said Ruth Hathorne liable to the claim under said note shall be properly invested and so kept & the interest thereof received by & paid over to Charlotte, widow of said John Forrester during her natural life and after her death to be equally divided among & to the daughters of said John Forrester deceased viz:—Rachel, Elizabeth M., Louisa & Annie M. Forrester &c.
Dated:—May 6, 1848 Signed: Elizabeth Marion Forrester

Rachel Forrester Charlotte Story Devereux
Louisa Forrester G. Devereux
Annie Marion Forrester
Charles Forrester
Simon Forrester

Witness:—Elizabeth Hooper

Essex ss. The fourth account of John Forrester, Timothy Williams, and John Pickering, executors of the last will and testament of Simon Forrester, late of Salem in said county of Essex, merchant, deceased, exhibited at a court of probate begun and holden at said Salem in said county by the honorable Daniel A. White, judge of probate of said county, on the first Tuesday of October, A D 1819.

The said executors charge themselves with the balance of their third account, being \$42,274.80

And also with the following sums of money, viz:—
proceeds of real estate of the testator,
situate in Barton square in Salem, and
sold under authority in the will 4,614.50
do. of real estate on Union street, sold to
the testator's widow 1,200.
cash received of the Salem marine insurance
company in the case of the brig
Sukey, per award 418.59
dividend on the estate of Moses Wallis,
insolvent 39.67
do. second dividend 11.43

6,284.19

proceeds of real estate charged as an advancement to Catharine Andrew, but relinquished by her pursuant to the will	3,000.	
do. of real estate on Union street, sold under the will	1,090.	
	<hr/>	4,090.—
do. of lot of staves (not inventoried)		5.—
do. of demand recovered against H. Glover & co. Rio Janeiro	2,022.20	
do. 1 pair of iron guns sold	25.—	
dividend of social insurance company 1½ pr. cent	60.—	
cash received of Stephen White on ac- count of adventure per Charles Morris	42.08	
interest on Benjamin Felt's note for \$100. (the principal being accounted for, as per inventory)	12.—	
rent of real estate on Herbert street	50.—	
balance of insurance account at P. Land- er's office	153.35	2,364.63
	<hr/>	<hr/>
		\$55,017.62
sundry sums of money per account cur- rent of Samuel Williams esquire £896.14.9 sterling	3,985.50	
increase on the adventure pr. ship Two Brothers £4728.15.0 sterling	21,016.79	
quantity of rattans sold (not inventoried)	15.23	
note of Alexander Winning Feb. 12, 1816 for \$150 and interest to August 3, 1819 (not inventoried)	180.25	
proceeds of 4 bales of Calcutta goods \$964.96 deduct appraised value pr. in- ventory \$400	564.96	
do. of quantity of goat-skins, being part of cargo of ship Restitution	429.64	
note of William Manning, Jan. 2, 1816 for \$185.74 and interest to August 3, 1819 (not inventoried)	225.66	
interest due on note of R. Wheatland (for \$200 as pr inventory to August 3, 1819,	310.—	

do. on note of Hugh McCulloch, March 15, 1815, for \$300 as per inventory—		
interest after 60 days to Aug. 3, 1819	75.50	
note and interest of Joseph Pratt, February 25, 1814, for \$102.29 to August 3, 1819 (not inventoried)	135.84	
gain on iron guns sold—amount of sales \$107 deduct appraised value pr. inventory \$100	1.—	\$26,940.37
		<hr/>
		\$81,957.99
cash received of J. Forrester		2,264.63
		<hr/>
		\$84,222.62

And the said executors pray allowance of the following charges, viz:

Sundry bills paid, viz:—Dr. Tredwells	\$22.50	
Tax on pew in North meeting house	23.04	
Taxes on state, town and county for 1818	\$435.90	
deduct discount	21.80	
	<hr/>	414.10
Premium note at Union office	901.—	
Timothy Williams	82.25	
Referees in the case of the Sukey	30.—	
Award of referees in favor of underwriters on do.	5,377.31	
Do. in favor of N. Brown—master of the Sukey	542.—	
Premium note at Salem marine insurance co.	1,376.—	
Thomas Baker's	13.—	\$8,781.20
	<hr/>	
Benjamin Felt	32.75	
Mrs. Rachel Forrester	25.—	
Thorndike Deland	13.50	71.25
	<hr/>	

Sundry payments to the heirs and legatees, viz.

To N. Bowditch & others, trustees		
of C. Andrew	2000.—	
“ do.	“	
of N. Barstow	2000.—	
“ do.	“	
of E. Carlile	2000.—	6,000.—

To John Andrew	4000.—	
“ do.	5000.—	
“ do. amount of pew conveyed to him	175.—	9,175.—
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“ Gideon Barstow	4000.—	
“ do. £800 sterling	3555.55	7555.55
<hr/>		
(note the value of the pound was then \$4.44)		
To Thomas Carlile	4000.—	
“ do. £800 sterling	3555.55	7555.55
<hr/>		
“ do. amount of pew conveyed to him		117.—
To John Forrester		800.—
		<hr/>
		\$40,055.55

Interest on 7 pr. cent stocks to October 1, 1817 charged to the executors in their first account, but which was received, according to the rules of the loan office in their names for the use of the heirs and legatees to whom the said stocks had been previously transferred, September 4, 1817, which interest has been paid over to the legatees respectively 1106.67

Sundry articles transferred to Mrs. Forrester, viz:—

Testator's carriage valued at	\$650.—	
do. library do.	500.—	
do. wardrobe do.	300.—	1450.—
		<hr/>

Cash paid Thomas Carlile, £500 sterling	2222.22
“ paid do.	140.—
“ paid John Andrew	825.—
“ Thorndike Deland's bill for sales of real and personal estate	\$34.—
“ Taxes for the year 1819 \$189.02— discount off \$9.45	179.57
“ Loss on bills of exchange drawn at sundry times	286.15
“ do. on 1100 gunny bags, appraised at \$59 produced \$55	4.—
“ do. on Essex turnpike shares, appraised at \$300 produced 177.—	123.—
“ do. on shares in assembly room do. \$300 produced 126.	174.—

Cash Timothy Bigelow esquire's bill for retainer and services as counsel to the executors	260.—	
“ paid weighing hemp (omitted in sales of do.)	8.11	
“ paid 1/3 of old unsettled account to P. Remsen	437.58	
“ paid premium note at N. Bowditch's office	600.—	
“ paid Timothy Bigelow esquire, further charges as counsel &c.	270.—	
“ amount of real estate conveyed to Thomas H. Forrester	1090.—	
“ Alexander Winning's note, trans- ferred to do.	180.25	
“ paid N. Bowditch and others, trust- ees 3/5 of bills of exchange, drawn by Cramer Smith and co. June 28, 1807 on S. Will- iams, London, for account of S. Forrester paid by S. Williams, December 11, 1817 and charged by him to said trustees, deduct- ing therefrom the balance due to said Williams from said trust- ees and charged by him to the estate of S. Forrester	238.33	
“ paid John Forrester 1/5 of the above bill	100.92	
“ paid Thomas H. Forrester 1/5 of the above bill	100.92	440.17
		<hr/>
		49,886.27
John Pickering's bill against the tes- tator	45.—	
Balance of account due James Drake and co. on account of the brig Eliza	642.17	
Do. due to J. Forrester	243.80	930.97
		<hr/>

Sundry balances paid to the testator's
children and the trustees under the will,
to equalize their respective payments to
this time, viz:—

Paid to N. Bowditch and others, trustees		
for C. Andrew	2091.96	
“ do.	“	
for N. Barstow	2092.09	
“ do.	“	
for E. Carlile	2003.16	
To Thomas H. Forrester	9578.49	
To John Andrew in right of Catharine		
his wife on account of the intestate sixth part	1026.46	
“ Gideon Barstow in right of Nancy		
his wife on account as aforesaid	991.69	21,254.76
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Sundry disbursements of the executors in settlement of the estate, viz:—		
John Forrester's bill	31.62	
Timothy William's do.	41.13	
John Pickering's do.	27.87	100.62
<hr/>		
Fees paid at the probate office at sundry times	50.—	
Executors' services &c. in the execution of their trust		10,000.—
		<hr/>
		\$82,222.62
<div style="display: flex; justify-content: flex-end; align-items: center;"> <div style="text-align: right; margin-right: 10px;"> John Forrester John Pickering Timo. Williams </div> <div style="font-size: 3em; margin-right: 10px;">}</div> <div>executors</div> </div>		

Essex, ss. At a court of probate holden in Salem in and for said county on the first Tuesday in October, A. D. 1819, John Pickering, esquire, one of the executors, makes oath, etc.

The following is from the Leverett Saltonstall Papers, vol. 1, p. 30, in the Essex Institute:

Essex County Probate Court, third Tuesday August 1818:
In the case of John Forrester, Timothy Williams, and John Pickering executors of the last will and testament of Simon Forrester, deceased. And now John Forrester, one of the heirs at law and devisees of the said Simon Forrester, having appealed from the decree of the said Judge (Daniel A. White) upon the second account of the executors of said Simon Forrester, files the following Reasons of Appeal, to wit:

First. Because the said Judge, among other things, dis-

allowed the charge of advancements therein made against the Appellant by the said executors, upon the ground that the said executors did not include therein the sum of eleven thousand dollars entered in the testator's ledger, with divers advancements to the account of the Appellant as the value of a certain ship, called the Endeavor; but the Appellant alleges, that the said ship was transferred to him by the testator by bill of sale duly executed, the consideration of which bill of sale was the sum of eight thousand dollars, for which sum the Appellant gave his promissory note to the testator, and the same note was afterwards freely and voluntarily cancelled by the testator; by reason of which the said entry in the ledger was annulled and made void, and ought not now to be in force against the Appellant.

Second. Because in said account a deduction is made from the advancement charged in the testator's ledger against Nancy Barstow, one of the heirs at law and devisees, which deduction amounts to the sum of nine hundred and eighty dollars and forty seven cents, and ought to be charged to the account of said Nancy, pursuant to the tenor of the said last will.

Third. Because in said account a deduction is made from the advancement charged in the testator's ledger against Eleanor Carlile, one of the heirs at law and devisees of the testator; which deduction amounts to the sum of fifteen hundred and eighty four dollars and sixty three cents, and ought to be charged to the account of said Eleanor pursuant to the tenor of the said last will.

Fourth. Because the decree of the said Judge in the premises is in other respects erroneous and against law.

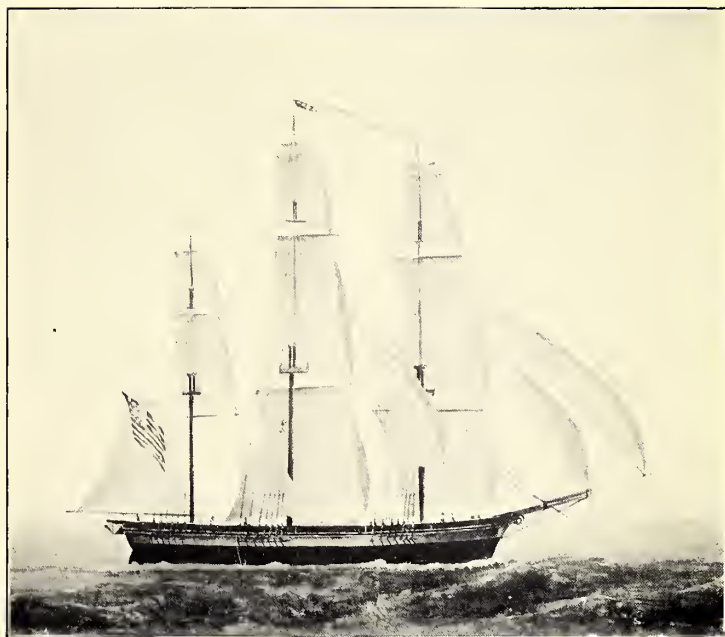
John Forrester.

Filed in Probate Court at Salem August 18, 1818.

In March, 1826, the house in Derby Street, formerly occupied by Simon Forrester, was sold by John Andrew and G. Barstow to Richard Savory and Thomas Farless jr. including the front land and large garden for \$5,000.

List of Vessels owned or commanded by Simon Forrester:

1775. ROVER, sloop, 60 men, 6 guns, 8 swivels, Simon Forrester, Commander. 'October 16, 1775. Capt. Forrester has taken four prizes, two very valuable. Three have ar-



SHIP "PERSEVERANCE"

Wheatland, Silver & Forrester, owners; Richard Wheatland, Master. 1794.

Wrecked on Cape Cod in 1805.

From a water-color in the Peabody Museum.

rived into port ye two valuable ones among ye no.'—William Wetmore's Diary. October 22, 1776, he engaged a Bristol Guineaman which blew up and only three out of twenty-eight of her men were saved. November 26, 1776. 'Sold by order of the owners of the privateer sloop *Rover*, Captain Forrester, viz: brigantine *Mary and James*, 150 tons, with appurtenances, boat, etc. £730, to M. Brimmer brigantine *Good Intent*, 110 tons with appurtenances, £680 to M. Brimmer; brigantine *Mary Ann*, 90 tons, with appurtenances, £630, to Benjamin Call; sloop *James*, 80 tons, with appurtenances, £200 to James Dean; 60 chaldrons sea-coal at £6:18:10, brown earthenware, at £3, per crate; white earthenware, at £11, per crate; beef at 63s. per bbl.; 5 paint pots; hand screws and jack screw; anchors and cordage; pepper at 3s. 3d. per lb.; brass compass, £2:6:0; 16 ft. boat, £5:0:0; common compass, 12s. Total, £2908:15:6.'

Also February 19, 1777, goods from *Rover*, £174:11:2 and August 18, 1779, sold by order of Captain Simon Forrester, agent for privateer *Monmouth*, iron and molasses, £344:0:0; and September 13, 1779, other goods from the same, £1150, and November 2, 1779 other goods for £15,230.

October 14, 1776 in a letter from James Jeffry to John Jeffry: 'Captain Forrester has taken five prizes, one loaded chiefly with English goods valued at £35,000 ster'g first cost. She is not yet arrived. If she does all concerned expect their fortunes are made, that sale of the cargo here will neat at least One hundred thousand pounds sterling.'

1778. BLACK SNAKE, sloop, 12 guns, 60 men, Henry Phelps, Commander. Bond:—Continental, \$5000; State, £500. Bonders:—Henry Phelps, principal; Simon Forrester (Samuel Forister on State bond) and Zachariah Burchmore of Salem, sureties. Owners:—Simon Forrester and Zachariah Burchmore. Witness:—Daniel Hopkins.

1779. WASHINGTON, brigantine, 163 tons, Newcastle, 1779, registered at Salem, June 18, 1779, Simon Forrester, owner, John Murphy, master.

1780. JASON, ship, 10 guns, 24 men, Simon Forrester, Commander. Bond:—Continental, \$10,000; State, £4,000. Bonders:—Simon Forrester, mariner of Salem, principal; Bartholomew Putnam and Jacob Ashton, merchants, sureties. Owners:—Bartholomew Putnam and others, of Salem. Witnesses:—N(athan) Goodale, W(illiam) Cleveland.

1781. *PATTY*, ship, 8 guns, 20 men, Simon Forrester, of Salem, Commander.⁵

1781. *PORT PACKET*, ship, 8 guns, 20 men, Simon Forrester, Commander.

1782. *EXCHANGE*, ship, 20 guns, 40 men, Simon Forrester, Commander. *Salem Gazette*, Apr. 4, 1782: 'The ship Exchange, Capt. Simon Forrester, and the brig Revolt, Capt. Phelps, both belonging to this port, are taken and carried into New York.' 'Reported captured and sent to Bermuda April 8, 1782.'

1784. *GOOD HOPE*, built at Amesbury, brigantine, 171 guns, registered in Salem July 31, 1790, Simon Forrester, owner, John Burke, master. Altered to barque December 1792, Simon Forrester, owner, Michael Haskell, master.

1790. *GOOD INTENT*, barque, built by Ebenezer Mann, Salem, for Simon Forrester, Michael Haskell, master.

1792. *VIGILANT*, ship, 194 tons, Durham, N. H., registered October 30, 1799, Salem, Simon Forrester, owner, James Clemmons, commander. Sold and registered in 1801, Jesse Richardson, Joshua Richardson, Nathaniel Richardson, owners, Nathaniel Archer, master. (Richard Wheatland was also master. 'The first vessel to enter at Salem from Archangel, Russia, in October 1798. Frequently described as a snow, but no registry of her as such has been found.')

1794. *PERSEVERANCE*, 245 tons, built in Haverhill in 1794 for Simon Forrester. The Salem Ship Register states that her first entrance to Salem harbor was from Archangel in October, 1798. (See the same statement from the same source as to *Vigilant*) and the next year she fought a French privateer in the Bahama Channel. The story of the fight is related in the History of Essex County and in the *Salem Gazette* of February 5, 1805. There is, however, a statement made by Deputy Collector Oliver and printed in the Essex Institute Historical Collections which makes it appear that she had been in the port earlier that year. He says: '28 April 1798. *Perseverance*, 245 tons, arrived in Salem from Canton, with 5,000 chests of Bohea tea on board, marked

⁵ According to the Derby Mss., vol. 30, in the Essex Institute, Simon Forrester was master of the ship *Salem Packet* on Dec. 14, 1781. The paper was so endorsed, but inside gave the name *Patty*. The cargo, consisting of fish, boards, shingles, beef and butter, was valued at \$69,230.14. The return cargo was sugar, cotton and indigo.

F. N. H. (Forrester, Nichols & Hodges). Simon Forrester owned the ship. I filed a bond in the Custom House of Salem for the duties on the tea imported by the *Perseverance*. The penalty was \$60,000. I recollect the duties, at 12 cents, were a little over \$20,000, which I then thought was much money. The whole cargo, 5,000 chests, about 180,000 pounds, was sold in Salem for \$140,000, or thereabouts. The *Perseverance* touched at New York, with freight from Canton, and the New York merchants wanted the tea landed there.' She was wrecked in 1805 at Tarpaulin Cove, Cape Cod. The Boston Ship Register, 1804, gives this information: Reg. Boston, March 17, 1804; owners, 1804: Nathaniel Ingersoll of Boston; Simon Forrester, James Cook and Richard Wheatland of Salem; master, James Cook; length, 88 ft. 9 in.; breadth, 25 ft. 2 in.; depth, 12 ft. 7 in.; 2 decks, 3 masts, no galleries, no figurehead, square stern. (On back of leaf, 'surrendered at Edgartown,' Jan. 30, 1805? 'vessel stranded.')

The Forrester account book, 1801-3, gives sales from the *Perseverance* at Canton on account of Simon Forrester of Salem, and Henry, Timothy and John Williams of Boston, by Richard Wheatland and Nathaniel Ingersoll, for cordage, lead and iron, at \$6522.15, and for return voyage to Boston, tea, nankins, satins, at \$27,571.40. Invoices in this and subsequent voyages totalled \$179,240.

1795. SUKEY, brigantine, 102 tons, altered to 145 tons 1802, built in Falmouth, registered in Salem July 7, 1798, Simon Forrester, owner, William Patterson, master. She was probably sold in Russia in 1812.

1802. ELIZA, brig, 132 tons, built in Salem, reg. Sept. 19, 1811, in Salem, Simon Forrester, owner, Jerathmiel Briggs, master. In 1815 she was owned by Forrester's three sons, John, Thomas H., and Charles.

1803. BONETTA, ship, built at Duxbury, Mass., 1800; registered at Boston, Feb. 8, 1803; owners in 1803, Thomas B. Osgood, Simon Forrester, Benjamin Pickman, jr., all of Salem; master, Thomas B. Osgood. Length, 83 ft.; breadth, 25 ft. 3 in.; depth, 12 ft. 7½ in.; 2 decks, 3 masts, no galleries, no figurehead. (Boston Ship Register, 1803.) Benjamin Russell also was master in 1803.

1803. ENDEAVOR, ship, 234 tons, built by Christopher Turner at Frye's Mills, Salem, registered in Salem March 19, 1804, Simon Forrester, owner, Samuel Johnson, master. She was later owned by John Forrester and eventually sold

to New Bedford as a whaler. She was robbed of \$4500 by a privateer on a voyage to Manila.

1803. *LITTLE JAMES*, brig, 126 tons, built in Somerset, registered in Salem, June 6, 1809, Simon Forrester, owner, William Webb, master.

1803. *RESTITUTION*, ship, 247 tons, built in Newbury, registered in Salem April 12, 1805, Simon Forrester, owner, John Derby 3d., master. She was later owned by the three sons, John, Simon and Thomas H. She arrived in Salem October 19, 1812, with a very valuable cargo from Calcutta, paying duties of \$51,526, and narrowly escaping capture by the British.

1805. *MESSENGER*, ship, 277 tons, built by Enos Briggs, Salem, registered July 11, 1805, Simon Forrester, owner, James Buffington, master. Registered April 18, 1815, John, Thomas H. and Charles Forrester, owners, George Barker, jr., master. Registered May 21, 1816, John and Thomas H. Forrester, owners, Edward Stanley, master, and in 1822, James Buffington, master. Sold in Boston in 1831.

He also commanded the *CENTURION*, privateer sloop, in 1780. This vessel was owned in Boston and was not of Salem register.

Note:—These records are taken from the Salem Ship Registers, 1789-1900, Essex Institute, 1906; Massachusetts Privateers of the Revolution, Gardner Weld Allen, Massachusetts Historical Society, 1927; Salem Vessels and Their Voyages, George Granville Putnam, Essex Institute, 1922, 1925 and 1929.

The Benjamin F. Browne Mss., p. 46, in the Essex Institute gives the following:

Recd of Simon Forrester Six pound Eighteen Shills for piloting the Grand Turks prize From portsmouth to Salem.

Salem Decembr 3d 1782

James Miller

From the Elias Hasket Derby Mss., Vol. 2, pp. 91, 105, in the Essex Institute.

Children of SIMON AND RACHEL (HATHORNE) FORRESTER,
born in Salem:

3. *ELEANOR* (Eleanora, Elinor, Nelly), b. 25 July, 1777, bap. North Church; d. 29 Oct. 1795, ae. 18 y. (Salem Gazette, Nov. 3d.)

4. RACHEL, b. 28 Nov. 1778, bap. 28 Dec. 1778, North Church; d. 21 Nov. 1814, Billerica, Mass.
5. CATHERINE (Katherine), b. 7 Mar. 1780, bap. Apl. 1780, North Church; d. 14 July, 1845.
6. JOHN, b. 3 Oct. 1781, bap. Oct. 1781, North Church; d. 25 Jan. 1837.
7. ELIZABETH, b. 23 May, 1783, bap. May, 1783, North Church; d. 28 May, 1783, ae. 5 days. (Gravestone, Charter Street.)
8. SIMON, b. 8 Aug. 1785, bap. Aug. 1785, North Church; d. 31 Oct. 1807, at sea; law student under Hon. William Prescott.
9. SARAH, b. 9 May, 1787, bap. May, 1787, North Church; d. 21 July, 1791.
10. ELIZA, b. 9 Oct. 1790, bap. 17 Oct. 1790, North Church; d. 3 July, 1791.
11. THOMAS HALEY (Hely), b. 11 Nov. 1791, bap. Aug. 1794, North Church; d. 19 or 21 May, 1830, Reading, Mass.
12. NANCY, b. 5 July, 1793; d. 30 Oct. 1881.
13. CHARLES, b. 30 Aug. 1794, bap. Aug. 1794, North Church; d. 11 Apr. 1816, ae. 21 y.
14. ELEANOR, b. 18 Jan. 1797, bap. 21 Jan., North Church; d. 25 Oct. 1864, Troy, N. Y.

NOTE: The dates of birth are from the family Bible. The record of birth of a son in 1794 gives the name of George, but this seems to have been an error, as elsewhere he is called Charles.

5. CATHERINE FORRESTER, born March 7 and baptized in April, 1780, at the North Church in Salem, married September 28, 1804 (certificate), John, born July 9, 1774, son of John and Elizabeth (Watson) Andrew.

John Andrew was a member of the firm of Archer and Andrew, merchants, who failed, and Andrew went to Russia as a commission merchant in which business he achieved success.

At the same time that his brother-in-law was building his mansion on Washington Square, Mr. Andrew was competing with him as to which should have the finer house, the result being the stately dwelling on Newbury Street, now Washington Square West, a block away, which later came into the possession of the Safford family. Both houses were finished in 1819. Mr. Andrew died

July 7, 1829, and his wife died July 14, 1845, aged 65 years.

The following notes are from *Dr. Bentley's Diary*:

August 21, 1817. The Brig New Hazard was lost on the Goodwin Sands. The Captain, Isaac Andrews, was drowned. She had 40,000 D. in specie insured, all lost. Owned by his Brother & Co. A Brother of the same man has lost his vessel in the West Indies. The elder Brother John inherits by a D. of Capt. Forrester & was famous in the co-partnership of Samuel Archer, the adventurer. The insurance upon the New Hazard will take 60 th. D. from the Merchants of Salem.

Oct. 21, 1819. This week Capt. John Andrews is raising his four large columns on the south side of his house. These are the largest ever raised in Salem. They stand on the basement story on the S. W. part of the house. The base is of free stone, the shafts fluted, of pine. The capitals are not yet raised. This is building in true as well as great style. The columns are not seen in the front of the house eastwardly on Washington place & only obliquely at the entrance of Newbury street within the wall of brick which is of considerable elevation on the street.

Children (ANDREW):

JOHN FORRESTER, b. 27 Nov. 1805 (Andrew Bible); mar. 24 Aug. 1837, Matilda Louisa Daland; d. 26 Dec. 1847, ae. 42 y. He was a merchant.

CHARLES AMBURGER, bap. 17 Sept. 1809, North Church; d. 17 June, 1834, ae. 34 y. He was a lawyer.

CATHERINE FORRESTER, bap. 22 June, 1817, North Church.

ISAAC WATSON, bap. 8 Sept. 1822, North Church.

6. JOHN FORRESTER, born October 3, and baptized that month in the North Church, Salem, married October 25, 1810, at St. Michael's Church, Marblehead (the intention having been filed September 29), Charlotte, born October 16 and baptized October 19, 1788, at the Second Congregational Church, Marblehead, daughter of Elisha and Mehitable (Pedrick) Story. He died January 25, 1837, and his wife died December 16, 1867.

Estate of John Forrester, merchant, intestate: Charles A. Andrew of Salem, administrator, 29 Aug. 1837, Nathaniel

J. Lord, John F. Andrew and Gideon Barstow, committee to appraise. (Essex Co. Probate, vol. 97, p. 189.)

The following notes are from *Dr. Bentley's Diary*:

Sep. 1, 1817. Last week the Best house, bet. Mason & Chever lot, was taken down by Forrester who has purchased the Mason mansion house & lot on Brown street. (Removed to 9 Federal street.)

Mar. 27, 1818. Forrester's money will serve to decorate Washington Square. Andrews is measuring his lines on the West & John F. will take Mason's house on the north & has determined to remove the wooden for the brick building on that spot.

Jun. 13, 1818. Forrester's foundations are laid for his brick house upon Mason Lot.

July 3, 1818. . . . the Cellar of J. Forrester is to have all the finishing of (English) in 1683, pavement, brick, & stone division & to be sealed with plastering above. The work of the cellar is well done.

Sept. 18, 1818. Forrester is now covering the roof.

Oct. 21, 1819. Capt. John Forrester is now preparing the front of his house on the north side of the Common, with a southern front. He has the best situation. Everything is well done about this house which will soon be ready for him. It comes nigher in its appearance to our usual style of building in brick, but probably is not behind in any of the materials or workmanship upon the plan he has adopted.

Dec. 9, 1819. Forrester is moving into his new house on N. side of W's place.

List of Vessels owned by John Forrester and his brothers:

1802. ELIZA, brig. (See under Simon Forrester.)

1803. RESTITUTION, ship. (See under Simon Forrester.)

1809. PERSEVERANCE, ship (second of the name), 241 tons, registered in Salem, January 8, 1810. John Forrester and others, owners; James Silver, master. Forrester had ceased to be an owner in 1811, and she was condemned in Madagascar in 1827. Her measurements were: 72 ft. keel; 24.9 ft. beam; 11 ft. hold; 5.2 ft. between decks; 91 ft. over all. Total cost, \$18,362; built by Enos Briggs for \$5,029, in 1809, for \$22 per ton.

1811. MARY ANN, ship, built in Columbia in 1794, 240 tons. John Forrester was one of the owners in 1811, Timothy Wellman, master.

1816. TWO BROTHERS, ship, 288 tons, built in Salem, registered in Salem January 21, 1817. John Forrester and his brother Thomas H. were owners and James Gilchrist, master.

1823. EMERALD, ship, 271 tons, built in Salem, 1823, and altered to a barque in 1836; registered in Salem, October 6, 1823. John and Thomas H. Forrester, owners, James Briggs, master. She was used as a whaler, 1835-45, when she was cast away on Madagascar. Owners in 1831, John Forrester of Salem and David Elwell of Charlestown; David Elwell, master. She had 2 decks, 3 masts, and these measurements: length, 98 ft. 6 in., breadth, 24 ft. 10 in., depth, 12 ft. 5 in. (Boston Ship Register, 1831.)

1834. ONLY DAUGHTER, sch., 127 tons, built in Eden, Me., 1823. Registered in Boston, March 15, 1834; owner, John Forrester, jr., of Salem; William Smith, master. Description and measurements: one deck, 2 masts, no figure-head; length, 77 ft. 10 in.; breadth, 24 ft. 7 in.; depth, 7 ft. 5½ in. (Boston Ship Registers, 1834.)

Among the family papers is the following list of portraits owned by Mrs. John Forrester, all of which are now in the collection of the Essex Institute in Salem:

Mrs. Elizabeth Story, daughter of Joseph Marion, a Boston lawyer, and the wife of William Story of Boston, Registrar of the Court of Vice Admiralty. By an unknown artist in 1745. [This was painted by Joseph Badger.]

Five children of John Forrester by James Frothingham in 1820. The artist's bill for this reads:—

John Forrester Esq., to James Frothingham Jr. Dr.	
to painting Portraits of his children	300.00
to Frame for do.	45.00
	<hr/>
	345.00
Credit by Cash	100.00
	<hr/>
Salem, October 27—1820	245.00

Recd Payment James Frothingham Jr.

Mrs. Simon Forrester by James Frothingham in 1822.

Thomas Hely Forrester by James Frothingham in 1820.

Mrs. John Forrester by Gilbert Stuart.

'Stuart will take particular pains with your portrait Mrs. Forrester & paint the picture "con amore,"' said a gentleman at that time, 'he is so much interested in your resemblance to his old & valued friend Lady West.' Stuart was painting this picture when taken ill of the disease of which he died. After his death Miss Stuart, his daughter, requested as a favor to be allowed to paint the drapery, which she did.

Shortly after Mr. Forrester's death in 1837 (certainly by 1842 when the second issue of the Salem Directory was published), the family left their big house and moved into a more modest one at 9 Oliver Street, near by. The 1842 Directory lists at this address Mrs. Charlotte Forrester, Charles Forrester, mariner, and George H. Forrester. Five of the younger children were alive at that time and so far as any evidence has been found were probably also living with their mother. George H. was gone in 1850 and perhaps had by then removed to California. Simon died in Nicaragua in 1855, but was at home in 1853, Charles had gone to Madras, India, in 1850, and, after the mother's death in 1867, the four daughters, Rachel, Elizabeth Marion, Louisa and Anne Marion, continued to live on Oliver Street, where Anne and Elizabeth were teaching school in the seventies.

Elizabeth later had a private school, located in the Price block on the third floor of the building, corner of Essex and Washington Streets. The following account of her as a teacher has been contributed by one of her former pupils:

Miss Forrester was a personality. Even today the mention of her name to her old pupils gives rise to clear-cut memories of her and her kindergarten of the eighteen sixties and seventies.

She was not tall, but erect and of dignified carriage; brunette in coloring, with rather prominent blue-gray eyes. Her hair was gray and elaborately arranged in puffs. As she sat at her desk, she was rather an awesome figure to her little charges, some of whom had not reached the age of five. She was not demonstrative. She did not indulge in terms

of endearment, yet her smile of approval was prized, and usually a look of disapproval from those gray eyes quickly abashed the culprit. If, on rare occasions, this look was not enough, the quiet reprimand that followed brought him to terms. In my time there was one exception to this. As a result the boy had to stand in the corner! Horrible! Could there be a greater disgrace to oneself or one's family!

Naturally the best of order prevailed. She had the faculty of keeping us interested and happy in our work. She did not waste words. She expected obedience and good manners, and we responded with both. Every morning on entering the schoolroom each girl curtsied, each boy made his bow with a "Good morning, Miss Forrester" to her as she sat at her desk. Each greeting was acknowledged with a slight inclination of the head and a "Good morning" with the addition of the child's Christian name. This same ceremony was repeated at the close of school. Newcomers, the very first day, did not leave the room at the end of school, until they, too, had made the farewell curtsies or bows.

After the morning greetings we went quietly to our seats and our day's work and pleasure began. On our first day at school we began with the English alphabet, which was closely followed by the French alphabet. The Misses Devereux taught the French. As we outgrew the kindergarten we went on with the usual curriculum of the private schools of that day.

Miss Forrester stressed especially reading aloud. The first Primer was not followed by a so-called "Reader." One by one we were called to her desk for our lesson in reading. Standing by Miss Forrester's side, her ivory paper-cutter following the lines, we read our stories at sight. Each of us had his or her especial story, usually taken from *The Chatterbox*. Each word was clearly enunciated, and the right emphasis was insisted upon as important to bring out the meaning of the sentence. We were taught by syllabication to pronounce unfamiliar words. She cared greatly that her girls and boys should be clear and intelligent readers to whom it would be a pleasure to listen.

To us an important feature of the morning was our luncheon. At the right moment we went to the dressing-room, where we had put our lunch baskets with our outer garments. We returned to the schoolroom, sitting in a semi-circle in front of Miss Forrester, who remained at her desk. We were allowed to talk quietly with our next neighbors, and

were totally unconscious that we were "supervised." She never seemed to watch us; a word and a glance of disapproval sufficed to call to one's attention any serious lapse from good table manners. It was altogether a very genial, friendly and happy quarter of an hour.

Even an earthquake was not allowed to upset our self-control. One day the things about us became suddenly very unsteady. The desks and chairs shook slightly. A few of the more timid souls rose from their seats. Miss Forrester remarked quietly that we need not be alarmed, that she herself had never experienced an earthquake, but that this seemed very like one. Benjamin might go downstairs and ask at one of the lawyers' offices their opinion. He soon returned, saying that Miss Forrester had been quite right, that it was a slight earthquake. We were quite proud of her. She recognized an earthquake even when she met it for the first time; but, of course, she would! We were not commended for our good behaviour at a time for us necessarily a bit alarming. Perhaps it was enough to have experienced an earthquake!

Miss Forrester did not talk about her aims. We knew that she expected us to be polite, obedient and honest. She simply took it for granted that what was inherent in herself would be natural for us as well. Why words or discussion about self-evident truths? Who would gainsay that hers was a personality not to be forgotten?

Children, born in Salem:

15. CHARLOTTE STORY, b. Sept. 4, 1811; (bap. 28 Feb. 1808, North Church. Salem Vital Records. An evident error); d. 27 Apr. 1873.
16. JOHN, b. 16 May, 1813, bap. 28 Feb. 1814, North Church; d. Nov. 1841, at sea.
17. GEORGE HALEY HUTCHINSON, bap. 23 Feb. 1815, North Church; d. July 1872, in California. He was a member of the Salem Light Infantry in 1833.
18. RACHEL, b. 5 Feb. 1817; d. 3 Apr. 1891.
19. CHARLES, b. 14 Dec. 1818; d. 7 Feb. 1864, ae. 45 y. 1 m. 24 d., unmarried.
20. ELIZABETH MARION, b. 14 Aug. 1820; d. 12 May, 1890.
21. SIMON, b. 8 Feb. 1823; d. 23 Oct. 1855, Greytown, Nicaragua.
22. LOUISA, b. 19 Jan. 1825; d. 16 May, 1900.
23. ANNE MARION, b. 2 Apr. 1827; d. 4 Aug. 1887.
24. HENRY WILLIAMS, b. 23 Jan. 1829; d. 3 Apr. 1830, ae. 14 mo.

11. THOMAS HALEY FORRESTER, born 11 November 1791, baptized August, 1794, at the North Church, and died 19 or 21 May, 1830 at Reading, Mass.

In 1819, Thomas Haley Forrester purchased of John Derby and wife, Ellen, for \$6500, several parcels of property in South Reading, among them being four acres called the "Swain Lot," with buildings thereupon, and another lot in the same town on which there was also a dwelling house. In which house he made his residence does not appear. His home, however, was of good size, as the inventory shows seven chambers and four other rooms. There was also a chaise house, wood house, etc. Many pieces of furniture were described and there were books and paintings. Hay filled his barns and his livestock included oxen, cows, pigs and three horses. His pew in the meeting house in South Reading and his farm there with his rights in the buildings, and land on Herbert and Union Streets in Salem totalled \$8400. The total of his real and personal estate at the time of his death was nearly \$70,000.⁶

After the death of Mr. Forrester in May, 1830, two wills came to light, both of which had been deposited with his attorney, John Pickering of Salem. The first will, which was finally allowed as the legal one, was made in 1817 while he was still in Salem and in it he bequeathed his right in the home on Union Street in Salem, "formerly owned by my grandfather Hathorne," to his mother, Rachel (Hathorne) Forrester. A legacy of \$10,000 was left to Betsy Williams of Salem, daughter of Israel Williams, mariner, and \$200 to his cousin, Sally Archer, "now wife of Robert H. Osgood." One equal part of the residue was devised to his brother, John Forrester, and the remainder in trust for his sisters and their heirs in the hands of Timothy Williams, Esq. and John Pickering, Esq. of Salem, Mr. Williams and Nathan Neal to administer the estate.

The second will, made in 1821, was also exhibited by John Pickering and appeared to be made under the following circumstances: When Thomas H. Forrester re-

⁶ Middlesex Probate Records, Docket 8116, also Middlesex Reg. Deeds, vol. 231, p. 135.



THOMAS HELY FORRESTER
1790 - 1830

*From the portrait by Frothingham, now in the possession
of the Essex Institute.*

moved from Salem to Billerica and afterwards to South Reading, according to the contents of a letter and also a deposition made by John Pickering, one Major Alexander Winning, "by birth a foreigner, but then and long before a resident of Billerica" was employed to take personal charge of Mr. Forrester "in consequence of an infirmity which has been the source of much unhappiness to his relatives and friends. . . . During that time several attempts were made by some of that ravenous tribe that always are on the watch for prey, to sponge Mr. Forrester of his property by taking advantage of his infirmities." Major Winning had been directed repeatedly not to allow Mr. Forrester to enter into any pecuniary dealings without consulting Mr. Pickering and Mr. Williams, but in 1828 Major Winning left with Mr. Pickering a contract under seal, purporting to be signed by Mr. Forrester for \$1500, which was to be paid to Alexander Winning, Jr.⁷ when he should become 18 years of age, to be used for a college education. As this boy had then (1828) reached the designated age, Major Winning demanded this payment from Mr. Forrester's attorneys. Mr. Pickering suspected that fraud was being attempted and asked to see the contract, Mr. Forrester, meanwhile, having been acquainted with this demand and having denied in a signed statement all knowledge of it. Notwithstanding this, Major Winning, who was then "soon to leave the United States for Ireland, his native country" began a suit for payment which was submitted by the Court to referees and finally decided in favor of Mr. Forrester. During the cross examination at the time of this suit it was disclosed that there was also a will made at the same time (1821) as this alleged contract and purporting to have been signed by Mr. Forrester in which Major Winning and his family were beneficiaries to the amount of \$3000, and \$2000 was left to one Simon Lee and his son, William Lee. The residue was left to Mr. Forrester's brothers and sisters. This will had been kept under seal until Mr. Forrester's death, at which time it was shown with the other, and after much delay

⁷ Either son or grandson. (See Hist. of Billerica, genealogical notes, p. 165.)

and trouble to the rightful heirs and to all concerned, it was declared a forged instrument and the first will allowed. Because of the many trusts and the deaths of some of the legatees, the final accounting was not made until 1882.

12. NANCY FORRESTER, born July 5, 1793, married March 29, 1812 (certificate), Gideon, born September 7, 1783, at Mattapoisett, Mass., son of Gideon and Anna (Mead) Barstow.

Dr. Barstow was a member of both branches of the Massachusetts Legislature and a Representative in Congress from 1821 to 1823. He was descended from William and George Barstow, probably Yorkshiremen who came in the *True Love*, John Gibbs, master, and settled in Dedham in 1636. Later generations built ships in Mattapoisett and Doctor Barstow practiced medicine in Salem, but gave up that in favor of mercantile life. He died March 26, 1852, in St. Augustine, Fla., whither he had gone for his health. His wife lived in Boston until 1879 and probably until her death in 1881.

Children, born in Salem (BARSTOW):

THOMAS HALEY FORRESTER, bap. 8 May, 1816, North Church.

GIDEON FORRESTER, bap. 8 May, 1816, North Church.

CHARLES FORRESTER, bap. 8 May, 1816, North Church.

ANNA MEAD, bap. 25 Jan. 1821, ae. 5 or 6 m., North Church.

SIMON FORRESTER, bap. 25 Jan. 1821, ae. about 3 yrs., North Church.

GEORGE FORRESTER.

DANIEL HATHORNE, bap. 29 July, 1821, North Church.

JOHN SARGENT, bap. 18 May, 1823, North Church; d. 'a child,' 8 Sept. 1825, ae. 14 mo.

CATHERINE ANDREW.

ELEANOR FORRESTER, probably married a Condit, and was living abroad in 1875, with several children.

MARY JANE, bap. 7 Nov. 1824, North Church.

A child, bap. 6 Oct. 1833, North Church.

14. ELEANOR FORRESTER, born January 18 and baptized the 21st of that month, 1797, in the North Church, Salem, married (1) June 30, 1816, Rev. Thomas, born January 12, 1792, son of John and Nancy (Dana) Car-

lile. He died in Providence March 28, 1824, at the age of 32 and she married (2) January 30, 1828, Rev. Thomas Winthrop, born June 28, 1803, son of Dr. Thomas and Mary Wanton (Saltonstall) Coit of New London, Conn.

Rev. Thomas Carlile was a graduate of Brown University in Providence in 1809. According to Dr. Bentley he was invited to officiate at St. Peter's Church in Salem for a term, in 1814, but was not ready 'to make an agreement for a life settlement in Salem or an incumbency of many years.' He received Deacon's orders from Bishop Griswold in 1816 and was married that same year with much ceremony. Dr. Bentley thus records it:

"June 30, 1816. This evening was married the Incumbent at St. Peter's, Mr. Carlisle. He has taken the youngest daughter of Capt. Simon Forrester, an heiress. Never has so much pomp been displayed in the marriage of a Clergyman in Salem."

Dr. Bentley further writes:

'A valuable House belonging to Gen. S. Derby was purchased and the furniture was of the most ornamental and expensive kind.' This house was the superb one built by Ezekiel Hersey Derby about 1800. Why Dr. Bentley calls him 'S' Derby is not apparent. Mr. Derby did not live there long before he removed to the farmhouse on Lafayette Street, South Salem, and it is evident that Mr. Carlile could not have occupied it but a short time, since between June 30, 1816, when he was married, and February, 1818, when the fire occurred in his Barton Square house, he must have removed thither. In January, 1822, Gideon Tucker records in a manuscript owned by the Essex Institute 'Rev. Mr. Carlile's house in Essex street, formerly E. Hersey Derby's was sold to B[enjamin] W[illiams] Crowninshield at public auction for \$10,600.' It was in October of that year that he resigned his rectorship, as will appear below.

It seems evident that after Mr. Carlisle's death his widow returned to Salem, as in 1824 she purchased for \$7000 the house in Federal Street which was owned by

the heirs of Captain Ebenezer Shillaber. She died June 21, 1885.

Dr. Bentley further records:

July 16, 1816. The question has been basely agitated whether a person in Deacon's orders could marry as the Incumbent Deacon has done. The English Statute of Ch. II says in England a man must be in Priest's orders, but the Council of Trent provides that the Incumbent can perform this service for such is the Parochus. In our country tis not a question how a man comes by holy orders. but whether he be so inducted into a Congregation as to be the real incumbent, or the actual minister of it. And if the Bp's licence in this country is thought regular by his Canons for his authority, if any question of the form be made no toleration can exist. Our ministers were inducted by a public act of the Congregation. It is said the Lawyers had given an opinion against marriages in Deacon's orders & have induced the vestry to confirm their judgment, thus errorr is confirmed by assumed authority.

January 21, 1817. We had for the first time an Ordination by a Bishop, in Salem. . . . Thomas Carlisle came into Salem, a Reader, & married into one of the most wealthy Families in the place. He had been in Deacon's orders which he did not receive at this place. This day was appointed for his ordination as a Priest, from Bishop Alexander V. Griswold. Having an invitation to dine I went to Church. Morning prayers were read by James Morss of St. Paul's, Newbury. The Bp. preached from John, 20, 21. After the usual Ceremony, Dr. John S. J. Gardner of Boston & James Morss of Newbury Port officiating as Presbyters, the Cong. Ministers of Salem, by allowing Occasional Conformity, partook of the Communion. The Bp. conducted with all gravity & affection. We dined in a very sumptuous manner at Mr. Carlisle's & in the evening was a service at which Mr. J. White read prayers & Mr. Morss preached. On the occasion the preacher unqualifiedly made the Trinity or Divinity of the Son an article of faith, the atonement, the universal redemption, the partial salvation, & the regeneration by the Church tho' not miraculously. He ran on with wonderful fluency, with strong confessions of confidence & repeated declarations of surprise that any should not see things as he attempted to represent them. The Bishop confirmed one man & several, perhaps five or six, young women. On both

these occasions the church was full but particularly of young females. The Choir did its part handsomely, nothing astonishing, but everything correctly. I was pleased with everything belonging to the manners of the Bishop.

February 2, 1818. We were alarmed by the cry of Fire. Revd. Carlisle had ordered his sexton to burn his Chimney for the kitchen, which he did before sunrise. As I suppose no care was taken & the sparks were lodged under the eaves where the fire began. The Rev'd C. was in bed, but the smell of burning pine & the smoak had given alarm. He discovered it under the eaves & instead of a bucket of water, gave alarm. The roof was much injured & the house filled with water. The Cockloft was low & as the Parson could (not) reach he forgot the water could. Some pretend the fault was in the Chimney, but the position belays the origin. The Chimney was put on fire & left to its own discretion. The greater part of the furniture was removed & the house saved. The first time I have ever heard of fire kindling in the house of a Minister, out of 34 of all sorts or denom.

November 23, 1818. I went to Mr. Frothingham's at the Central buildings, as by agreement with the late Sec. of Navy on the 20th & by direction of the Painter & had my first sitting. [This portrait is now in the Peabody Museum of Salem.] Here I found the late Sec. Pickering & others, and Mr. Frothingham came to spend the evening with me. I find Mr Abbot of the North C. has been taken & that Mr. Carlisle of St. Peter's has had his first sitting.

He organized a church in Lynn in 1819 of which he was the rector and the Rev. Mr. Chase of Bristol, R. I., officiated there. He resigned his rectorship October 6, 1822.

Rev. Thomas Winthrop Coit of New London was a member of the class of 1821 at Yale College. He was rector of St. Peter's Church, Salem, from 1826 to 1829, when he resigned.

A letter, dated September 20, 1813, from Mary Williams to Miss Deborah Fisher of Marietta, Ohio, says:— 'Wm. Rogers and young Miss Forrester, Eleanor, it is suggested will be another couple to add to the list of engagements. Very Attractive to each other, and dancing together all the evening.' This match evidently did not come off, despite the gossip.

Children (CARLISLE):

ELIZABETH FORRESTER, b. 23 Mar. 1817; mar. Dr. Holland and William Keene King of London.

ELEANOR FORRESTER, b. 20 Apr. 1818; mar. 1 Feb. 1838, Rev. Gurdon Saltonstall.

THOMAS, bap. 6 July, 1819, St. Peter's Church; d. 26 Aug. 1821, ae. 16 mo.

CATHERINE, bap. 1 Nov. 1820, St. Peter's Church.

MARY LOUISA GARDNER, bap. 1 June, 1822, St. Peter's Church.
Children (COIT):

WINTHROP SALTONSTALL, b. 1829; d. 1878.

CHARLES FORRESTER, b. June, 1830; d. June, 1886.

THOMAS GURDON, b. 1835; d. unmarried.

LOUISA, mar. John Murray Mason of New York.

15. CHARLOTTE STORY FORRESTER, born September 4, 1811, whose baptism is wrongly recorded in the Salem Vital Records as February 28, 1808, in the North Church, Salem, married December 19, 1832, George Humphrey, born December 1, 1809, son of Humphrey and Elizabeth (D dge) Devereux, of Salem.

Mr. Devereux graduated from Harvard College in the class of 1829. He was for a few years a lawyer in Salem and later a lumber agent in Cherryfield, Maine. In 1847, he became Adjutant General of Massachusetts until which time he was in command of the Salem Light Infantry.

Extract from a letter in 1829 from Samuel May, a classmate of George Humphrey Devereux, at Harvard College:

To my recollection or two of your father may I add one of the *great stir* created, in our class more particularly but more or less throughout the College, when it was known that Miss Forrester of Salem (to whom it was said George Devereux was engaged) was coming to one of the College Exhibitions, and the even greater stir & interest which were caused when she really came. I suppose she may not have been wholly unaware of it, at the time; but she can never have suspected how general, cordial, and peculiar was the feeling in our class, to the first girl who had signified her willingness to cast in her lot with "one of us."

Two estates on the north corner of Winter Street had



MRS. CHARLOTTE (STORY) FORRESTER
1788 - 1867

From the portrait by Stuart (1825), now in the possession
of the Essex Institute.

belonged to the Gardner family. The northern, wooden house, passed to Adjutant General George Humphrey Devereux in 1832 and the corner, brick house, which had passed in 1812 to John Forrester and from him, in 1831, was conveyed to his son-in-law, George Humphrey Devereux. Both were sold in 1841.

She died April 27, 1873, and he died October 24, 1878, in Salem.

Children (DEVEREUX):

GEORGE FORRESTER, b. 2 Sept. 1833; mar. 9 Dec. 1860; Mary A. Neuwanger, at Durant, Iowa.

JOHN FORRESTER, b. 12 Mar. 1835; d. 1883, unmarried.

ARTHUR FORRESTER, b. 27 Apr. 1836; mar. 24 Dec. 1859, Clara Anna Rich of Haverhill. He d. 14 Feb. 1906, at Cincinnati, Ohio.

CHARLES UPHAM, b. 27 June, 1838; mar. 21 Sept. 1866, Jane Dewey Ensign. He d. 25 Dec. 1886.

WALTER FORRESTER, b. 7 Sept. 1841; unmarried.

MARIANNE SILSBEE, b. 21 Sept. 1843; d. 1921, unmarried.

EDWARD FORRESTER, b. 5 Oct. 1845; d. 21 May, 1902, Alhambra, Cal., unmarried.

CHARLOTTE STORY FORRESTER, b. 22 Dec. 1847; mar. 4 or 14 Dec. 1876, Francis Quarles Story. She d. 7 Aug. 1907, San Gabriel, Cal.

FRANCIS BOHUN, b. 14 Feb. 1849; mar. 10 Sept. 1885, Ardella Horton Seaman of New York.

ELIZA DODGE, b. 8 or 26 Feb. 1856; d. 17 May, 1907, San Gabriel, Cal.

A letter from John Forrester Devereux to his father, George Humphrey Devereux:

On Board Frigate Constitution
Friday 20th Apr. 1861.

Dr. Father

I am unable to fulfill my promise of writing from Washington for the very good reason of our not having as yet arrived there. From Philadelphia we went by rail to Havre de Grace, evidently expecting a collision with some warlike Baltimoreans who were said to be there determined to stop our further progress towards Washington. On leaving the cars Arthur [Arthur Forrester Devereux, Captain Co. J, Salem Light Infantry, April 18 to August 1, 1861, then

Lieutenant Colonel] had his orders to advance before the column and if possible to open a path to a steamer that was awaiting us at the wharf. All the S. L. I. started at Double Quick in advance straight for the Boat which was reached without meeting a single enemy. The column followed of course without trouble. Gen. Butler sticks to it that ten thousand men were within half a mile of us but deterred from an attack from an exaggerated idea of our numbers. But I suppose the Boys have written you all the particulars of that wonderful Battle and most of the most striking events of our experience up to this date so that I will say most of my say of other matters. We get no papers of any sort and know less than you of the progress of events altho nearer to seat of war—if war there is; we hear occasionally rumors of direful things such as the Evacuation of Washington &c. We hear so many that we disbelieve them all. Since leaving Salem we have all three been in high spirits and in every way satisfied with our experiences.

The ride in the cars from Boston to N. Y. was long and tedious. The men would make so much noise that it was impossible to sleep a wink. We Breakfasted sumptuously at the Astor House and soon took the cars for Philadelphia. Our reception in the City of Brotherly Love was very enthusiastic; the Zouaves especially attracting attention.

At this moment we are sailing down the Chesapeake with jib & small sails set towed by a steamer, on our way to N. Y. The day is bright and sunny—the air warm and sea smooth—such a sail would be exceedingly pleasant at any time; and as you can well imagine is particularly so now.

The excitement of the circumstances under which we are voyaging combined with the curiosity to see a part of the country new to most of us make it very enjoyable. We hardly know what is to be our destination after reaching N. Y. altho' I have no doubt that Arthur will find orders from Butler to rejoin him as soon as may be in Washington. In which event it is a question whether we return to Annapolis by steamer or rail.

It is very amusing to hear the speculations of the men upon the various matters of interest to us—the mess tables are all alive with all sorts of Rumors, Speculations, Assertions, denials and guesses. and we all rise quite as wise as we sit down and a good deal more mystified: until all have come to the conclusion to wait for something to turn up, Micawber like. We are now living upon salt Beef and hard Bread—

not the usual Navy rations even—But it cannot be helped as the Frigate slipped out of Southern hands just as she was at the moment entirely unprovisioned: the company have at their own expense helped out by making purchases in Annapolis, so that we manage to live: and for my own part I must say we live very comfortably. At first, unusual exertion, exposure, and fatigue were rather too much for me: But I am now exceedingly well and find that change of scene, occupation and general mode of life is doing me much good: I shall write from N. Y. where we shall arrive Sunday or Monday next.

Corporal of the Guard is calling me to go and keep the Dolphins and Flying Fishes from boarding us. Give love to Mother and Clara [Mrs. Arthur Forrester Devereux] especially and tell Eliza [his sister] that we all are going to see her soon and she must not forget us. [She was then five years old.]

Affctly

Forrester.

Of these brothers George Forrester Devereux was commissioned Second Lieutenant of the 2d Regiment U. S. Volunteers, March 2, 1865; John Forrester Devereux was Captain of the 11th Massachusetts Regiment; Arthur Forrester Devereux, *vide supra*; Charles Upham Devereux was First Sergeant of the Salem Zouaves, April 18, 1861, Captain of Co. H., 19th Massachusetts Infantry, November 15, 1862; Walter Forrester Devereux was Captain of the 47th Infantry (colored).

18. RACHEL FORRESTER, born February 5, 1817, died April 3, 1891.

A letter from Harriette White [Mrs. James William Paige of Boston], whose mother was Harriette Story, wife of Stephen White, to her cousin Rachel Forrester:

Tuesday Evening

Feb. 1st ½ past 9 o'ck (1867)

My dear Rachel

Mr & Mrs Dickens are to dine with us tomorrow (Wednesday) at 5 o'clock—Learning from Jane this evening that you are not yet at Cambridge as I had supposed I write these few lines, to urge your coming up & meeting Boz at our

house tomorrow evening: Jane is coming over, to take a cup of coffee with us about 8 o'clock & Aunt Caroline [Mrs. Fletcher Webster] is to dine with us and knowing your desire to see the *intimate friend of Mr Pickwick*, I think it is a pity when you contemplate coming this way, that you should not be here tomorrow ev'g—I can give you a *bed* as long as you will please to occupy it, and at any rate, I have been looking forward to your visit to Cambridge to claim a *visit to me* and you must not return to Salem without granting this request of mine.

If you can come up tomorrow in *any possible shape or way* you could stop & come over with Jane, during the afternoon, or if more convenient you had better come directly here, & if I am dining Haddy will receive you & find you all you want.

I did not know that the Dickens' would dine with me tomorrow until late last night & I *thot of you then* but concluded you were already in Cambridge. I shall send this by the 9 o'ck cars in the morning, and I need not tell you that I now write in great haste.

A book muslin, or any half dress, or full dress will be proper for you my dear Cousin, you will find others to keep you company in either attire whichever is most convenient to yourself at so short a notice.

With best love to your Mother, Sisters & Brother, I am always dear Rach

Your affectionate

Cousin Harriette.

19. CHARLES FORRESTER, born December 14, 1818; was unmarried at the time of his death, February 7, 1864. In 1850 he was in Madras, India.

21. SIMON FORRESTER, born February 8, 1823, evidently attended the Latin School in Salem as the following testimonial shows:

Salem, Aug. 21, 1837—This may certify that the bearer, Simon Forrester, who has been a member of the Latin School some time past, is a youth of amiable temper, correct deportment, studious habits, and good moral Character.

Oliver Carlton

Mast. Lat. School.



TIMOTHY FITCH
No. 90

CATALOGUE OF PORTRAITS IN THE ESSEX
INSTITUTE, SALEM, MASSACHUSETTS.

(Continued from Vol. LXX, page 386)

74. EZEKIEL HERSEY DERBY, 1772-1852. Oil portrait by Charles Osgood. Canvas, 30 in. x 24 in. Elderly man, seated in red chair. Gray hair, full face, head tilted back to right. Black stock, black coat and waistcoat. Right hand partly hidden in waistcoat, watch chain. Dark background.

Gift of Miss Caroline Derby, 1878.

Ezekiel Hersey Derby was born in Salem, November 1, 1772, the son of the eminent ship owner and successful merchant, Elias Hasket Derby, and his wife, Elizabeth (Crowninshield). He was graduated from Harvard College in 1791, and on September 18, 1794, was married to Hannah Brown (Fitch), daughter of Timothy Fitch of Medford. Their home was on Essex street, in Salem, in the beautiful mansion designed by Bulfinch. Samuel McIntire carved the interior finish, much of which is now the property of the Philadelphia Art Museum. After a short residence in this house the Derbys removed to South Salem, where they occupied the Derby farm and Mr. Derby was able to devote the remainder of his life to agricultural pursuits. Here he died on October 31, 1852. Mrs. Derby passed away February 7, 1862. [See *Essex Inst. Hist. Colls.*, vol. 3, pp. 201, 287, vol. 65, p. 525; *Salem City Hall Records*, vol. 6, p. 98; *Salem Gazette*, Apr. 11, 1809; *Salem Directories*, 1837-1852; *Penn. Museum Bulletin*, vol. 25, No. 134, p. 11.]

75. HANNAH BROWN (FITCH) DERBY, 1777-1862. Oil portrait by Charles Osgood. Canvas, 30 in. x 25 in. Elderly lady seated in red chair, dark hair parted in center, white cap tied under chin, embroidered chemisette fastened by a pearl-framed hair brooch. Dark blue figured dress. Dark background.

Gift of Miss Caroline Derby, 1878.

Hannah Brown (Fitch) Derby was born at Nantucket May 14, 1777, the daughter of Timothy Fitch, a Boston

merchant, but later a resident of Medford, and his second wife, Eunice (Brown) Plaisted, daughter of Benjamin and Eunice (Turner) Brown, and widow of Capt. Ichabod Plaisted, Jr. On September 18, 1794, Hannah Brown Fitch married Ezekiel Hersey Derby, son of Elias Hasket Derby of Salem, by whom she had a large family of children. Mrs. Derby died in South Salem on February 7, 1862. [See *Nantucket Vital Records* (printed), vol. 1, p. 459; *New Eng. Hist. and Gen. Reg.*, vol. 55, p. 406; *Salem Vital Records* (printed), vol. 1, p. 129, vol. 4, p. 202, vol. 6, p. 149; *Salem Gazette*, Feb. 11, 1862; *Salem City Hall Records*, vol. 6, p. 184.]

76. JOHN DERBY, 3D. Pastel by unknown artist, probably painted and framed in Holland. Canvas, 17½ in. x 21¾ in. Head and shoulders, three-quarters length. Black coat, white stock and vest. Right hand in coat. Under life size.

Gift of Mrs. F. H. Woodbury, 1908.

John Derby, 3d, was born April 18, 1788, the second son of Samuel and Bethiah (Watts) Derby. He married on June 28, 1812, Susan Atkinson, born in Salem, November 5, 1790, by whom he had four children. He was a mariner and served during the war of 1812 as a gunner on board the *Constitution*. In recognition of his bravery and most capable services he was offered the preferment as Captain of the *Constitution*, but he declined this honor and retired from the service at the close of the war. He died in Salem, November 22, 1829, at the age of forty-one years. [See *Salem Vital Records* (printed), vol. 5, p. 204; *Essex Inst. Hist. Colls.*, vol. 3, p. 205.]

DERBY, LUCY, see FULLER, LUCY (DERBY).

77. MARY DERBY, 1814-1900. Oil portrait, by Peter Marsh, painted at Louisville, Ky., 1840. Canvas, 14 in. x 10½ in. Three-quarters length, face nearly front. Brown hair in ringlets at side of cheek. Dark green headdress with tassels. Buckle and brooch, large white collar, fitted insert in dress held with brooch. Green dress, puffed

sleeves. Gold pencil at waist line suspended with black ribbon. Dark green background.

Gift of Miss Margaret Haskell, 1915.

Mary Derby was born in Salem, June 17, 1814, the daughter of Samuel and Abigail (Buffum) Derby. Her father was for many years a ship chandler in Salem and the family lived at 4 Blaney Street. Her mother was a native of Middletown, Conn., and was the daughter of Joshua and Mary (Bill) Buffum whose immediate forebears were Salem residents. Mary Derby was known as an artist for some years. She died, unmarried, at 103 Essex Street, Salem, on January 19, 1900. Two of her brothers, Charles and Samuel, were for some time at the Sandwich Islands. [See *Essex Inst. Hist. Colls.*, vol. 3, p. 205; Perley, *History of Salem*, vol. 3, p. 146; *Salem Directories*, 1856-1878; *Salem City Hall Records*, book 15, p. 46, book 21, p. 49.]

78. RICHARD DERBY, 1712-1783. Unfinished copy in oil, by George Southward. Canvas, 21½ in. x 18 in. Head and shoulders, facing left. Large gray wig, white stock, dark coat. Red curtain background on left, dark on right.

Received before 1919. Unknown source.

Richard Derby was born September 16, 1712, in Salem, the son of Richard and Martha (Hasket) Derby. His early life was spent on the sea, being master of the sloop *Ranger* and of the *Volant*, retiring in 1757 to become a merchant and ship owner. The *Antelope*, the *Quero* and the *Lydia* were among his ventures. Although at times he was a heavy loser through privateering activities, he continued his mercantile transactions until the Revolutionary war, when he became conspicuous in the Provincial Congress, a member of the Court of Assistants and was the eldest of the group of patriots at the North Bridge. He died in Salem on November 9, 1783. Mr. Derby married, first, on February 3, 1734-5, Mary, daughter of Gamaliel and Sarah Hodges of Salem, who died March 27, 1770. Among their children was the famous merchant, Elias Hasket Derby. Mrs. Sarah (Langley),

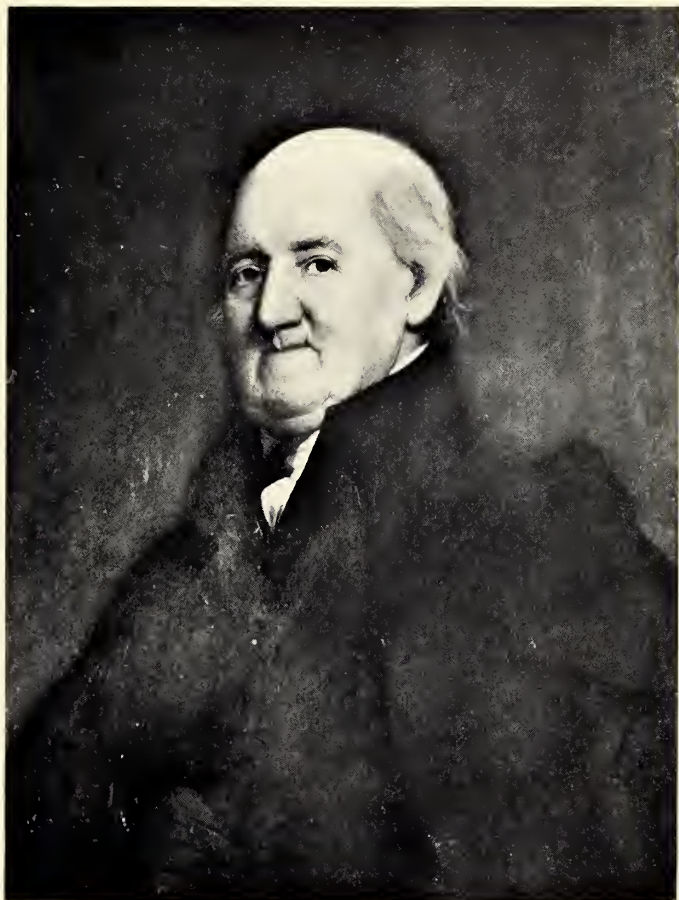
widow of Dr. Ezekiel Hersey of Hingham, was Richard Derby's second wife, whom he married at Hingham, October 2, 1771, and who outlived her husband. After his death she returned to Hingham, where, in 1784, she founded the school, afterwards called Derby Academy. She died in June, 1790. [See *Essex Inst. Hist. Colls.*, vol. 3, p. 161, vol. 36, p. 1, vol. 38, p. 352; Perley, *History of Salem*, vol. 3, p. 146; *Salem Vital Records* (printed), vol. 1, p. 246, vol. 3, pp. 292, 293, vol. 5, p. 205; *Address by Stephen W. Phillips, Salem Evening News*, April 7, 1934.]

DERBY, SARAH ELLEN, see ROGERS, SARAH ELLEN (DERBY).

79. ISRAEL DODGE, 1740-1822. Oil portrait, by James Frothingham. Canvas, 26½ in. x 19½ in. Portrait of elderly man, head and shoulders, three-quarters facing left, eyes front, gray hair, bald on top, white stock, black coat, dark brown background.

Bequest of Miss Marianne S. Devereux, 1912.

Israel Dodge, a wealthy and successful merchant of Salem, was born in Beverly, February 21, 1739-40, the son of Joshua and Hannah (Rayment) Dodge. He married, first, in June, 1763, Joanna, daughter of Caleb and Hannah (Woodbury) Dodge, who died October 21, 1764. On June 17, 1766, Mr. Dodge was united to his second wife, Lucia, born November 12, 1747, the daughter of Timothy and Mary (Wingate) Pickering, who died on November 1, 1822, outliving her husband but a few days, as his death occurred at Salem on October 3, 1822. Mr. Dodge resided in Beverly for a short time, afterwards removing to Salem, where he was a distiller and engaged also in foreign commerce in company with his brother George. In 1775 he was chosen a member of the Committee of Safety, together with Timothy and John Pickering and other patriotic citizens, and was always zealous in the cause of American independence. [See Ellery and Pickering, *Pickering Genealogy*, vol. 1, pp. 163-166;



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Dodge, *The Dodge Family*, vol. 1, p. 94; *Salem Vital Records* (printed), vol. 5, p. 212; Perley, *History of Salem*, vol. 1, p. 421.]

DODGE, LUCY PICKERING, see ALLEN, LUCY PICKERING (DODGE).

DOYLE, LUCY, see UPTON, LUCY (DOYLE).

80. MARY PORTER DUGAN, 1832-1890. Oil, by Chester Harding. Canvas, 36½ in. x 29 in. Seated figure of young lady, almost full face, holds a small red book in her hands. Curls of dark brown hair at side of face.

Bequest of Mrs. Fernando J. Dibble, 1930.

Mary Porter Dugan, daughter of William Henry and Susan Delano, was born in Boston on March 28, 1832, and became the wife of Theodore Hudson Dugan on September 28, 1854. Mr. Dugan, also a native of Boston, was for many years in business in that city, whence he removed to San Francisco, where he died in 1889. He was an active member of the "Tigers," a Boston military organization and was well known in other military circles. Mr. and Mrs. Dugan were the parents of Susie W. (Mrs. Fernando J.) Dibble, long a resident of Salem. Mrs. Dugan died in Peabody on December 21, 1890. [See *Boston Journal*, May 2, 1889; Drake, *Memorial History of Boston*, vol. 3, p. 300; *Essex County Probate Records*, Dockets 167378, 70287.]

81. JOHN ENDECOTT, 1589-1665. Oil copy by T. Mitchell, of a portrait in Council Chamber, Boston. Canvas, 29½ in. x 25 in. Black gown, muslin collar with tassels, black skull cap. Gray moustache and goatee, long gray hair.

Gift of Mrs. Joshua Ward and Mrs. William Turner.

82. JOHN ENDECOTT, 1589-1665. Oil by James Frothingham after one owned by the Hon. William C. Endicott. Canvas, 41½ in. x 30½ in. Half length portrait of elderly man, three-quarters face. Long gray hair, goatee and moustache. Wearing

skull cap and white collar, holding glove in right hand.

Gift of East India Marine Society.

Gov. John Endecott was born probably in England, in 1589, although the place has not yet been determined. His family was of respectable standing and some fortune. Interested in the pursuit of learning at an early age, he was also concerned in matters of religion. His pioneer spirit led him to become interested in the colonization of New England, and thither he emigrated with a company of about one hundred persons, sailing with his wife, Anne (Gower), in the *Abigail*, from Weymouth, England, on June 20, 1628, and arriving at Naumkeag, now Salem, three months later. He became at once a leading spirit in the affairs of the new world and in 1629 was elected Governor of the Massachusetts Plantation, but the next year turned over his authority to John Winthrop, lately arrived. His military, political and civil services to the colonists continued to the end of his life, at various times holding the offices of Governor and Deputy Governor of the Massachusetts Bay Colony. He had no children by his first wife, whose death occurred soon after his arrival in New England. In 1630 he married Elizabeth Gibson, who survived him and by whom he had two sons. His own death occurred at Boston, on March 15, 1665. [See *Essex Inst. Hist. Colls.*, vol. 65, p. 403; *Dictionary of American Biography*, vol. 6, p. 155; *New Eng. Hist. and Gen. Reg.*, vol. 1, p. 13.]

83. MOSES GERRISH FARMER, 1820-1893. Oil sketch for painting by F. H. Tompkins, 1891. Canvas, $29\frac{1}{4}$ in. x $39\frac{1}{4}$ in. Seated figure of elderly man. Three-quarters view. Gray hair and beard. Hands on thighs.

Estate of Sarah J. Farmer, 1926.

Moses Gerrish Farmer, inventor and electrical pioneer, was born in Boscawen, N. H., February 9, 1820, the son of Colonel John and Sally (Gerrish) Farmer. He was a student at Phillips Academy, Andover, and entered Dartmouth College with the class of 1840. He became prin-

cipal of Eliot Academy in Maine at an early age, but his inventive brain soon sought more adventurous fields and in 1842 he turned his attention to scientific pursuits, experimenting with electricity, improving the telegraph and making other changes along electrical lines. House illumination interested him and during his residence in Salem the lighting of the parlor of his house on Pearl Street with incandescent lamps was successfully accomplished. He made his home in Salem for several years, taking up his residence there in 1848, although his profession took him daily to his offices in Boston. During his short stay in Eliot he married, on December 25, 1844, Hannah Tobey (Shapleigh), the daughter of Richard and Olive (Tobey) Shapleigh. She died on June 27, 1891, but for many years had been well known as a philanthropist, especially during the Civil War. She was also an author of some note, contributing many articles to the general press. The last years of Professor Farmer's life were spent as an electrician at the U. S. Torpedo Station at Newport, R. I., although his death occurred in Chicago, May 25, 1893, whither he had gone on a visit. Professor and Mrs. Farmer are both buried at Eliot, Maine. [See *Salem Directories*, 1850-1874; *Old Eliot*, vol. 9, p. 49; *Dictionary of American Biography*, vol. 6, pp. 277, 279; Coffin, *History of Boscawen and Webster, N. H.*, p. 360.]

84. JOSEPH FARNUM, 1812-1874. Oil, by Daniel M. Shepard. Canvas, 30 in. x 24 in. Half length, face nearly front. Brown hair and short side whiskers. High white flaring collar, black stock, black coat. Dark background.

Gift of Capt. J. Orne, Salem. Unknown date.

Dr. Joseph Farnum, the son of Joseph and Elizabeth (Hobbs) Farnum, was born in Salem about 1812. His father was a native of Concord, N. H., and his mother was born at Boxford. Dr. Farnum was educated at the public schools of Salem, was graduated from Brown University in the class of 1832 and received his degree of M. D. from the Harvard Medical School in 1835.

He continued his study of medicine with Dr. A. L. Pierson of Salem and practiced at Marblehead for several months, soon removing to Salem where, in 1837, he began the practice of dentistry in which he continued until his death. He was a member of the Massachusetts Medical Society, affiliated with Fraternity Lodge of Odd Fellows in Salem and a member of Essex Lodge of Free Masons. His offices were at various times on Washington and Essex Streets in Salem. He died, unmarried, November 22, 1874, at the age of sixty-one years. [See *Salem Register*, Nov. 26, 1874; *Salem Directories*, 1866, 1869; *Salem City Hall Records*, vol. 16, p. 10.]

85. JOHN WOODBRIDGE FENNO, 1792-1859. Oil, by Charles Osgood, after one by Chester Harding, 1834. Canvas, 29 in. x 24 in. Painted on panel. Seated position, half length, three-quarters to right. Eyes front, brown curly hair, side whiskers, high white collar, black stock, buff waistcoat, dark coat, metal buttons. Dark warm background.

Gift of Mrs. Mary Fenno, Gloucester, 1901.

John Woodbridge Fenno was born July 30, 1792, the son of Joseph and Mary Gilman (Grafton) Fenno. He married in Salem on September 24, 1815, his cousin, Anne Fausette (Grafton), born January 15, 1794, the daughter of Captain Woodbridge and Patience (Locke) Grafton. He began his early life as a broker in Salem in 1813, but about 1827 he removed to Boston and was connected with Samuel Dana under the firm of Dana and Fenno, afterwards Dana, Fenno and Henshaw, brokers, with offices at 39 State Street. He continued in this business for many years, residing also in Boston, where his death occurred on November 7, 1859. Mrs. Fenno died in Lawrence, on July 11, 1869, and they are both interred in the family tomb at Salem. [See Belknap, *The Grafton Family of Salem*, pp. 47, 54; *Salem Vital Records* (printed), vol. 1, p. 299, vol. 3, p. 356; Felt, *Annals of Salem*, vol. 2, p. 392; *Boston Directories*, 1826-1840.]

86. HENRY KING FETTYPLACE, 1820-1862. Oil, by Charles Osgood. Canvas, 24½ in. x 29¼ in. Full face, arm resting on chair arm, holding cane. White waistcoat, black scarf with pin, soft rolling collar, black coat. Brown background.

Bequest of Miss Sarah Fettyplace, 1911.

On deposit with the Marblehead Historical Society.

Henry King Fettyplace was baptised at Marblehead February 13, 1820, the son of Thomas and Hannah (Devereux) Fettyplace. He removed to Mobile, Alabama, in his youth and there engaged in mercantile pursuits. Declining health caused his return to Salem, where he died, unmarried, on March 10, 1862. The family residence was for many years at 16 Winter Street, Salem. [See *Essex County Probate Records*, Docket 38968; *Salem Register*, March 17, 1862; *Salem City Hall Records*, book 6, p. 184; *Marblehead Vital Records* (printed), vol. 1, p. 174.]

87. JOSHUA FISHER, 1749-1833. Oil, by unknown artist, painted on wooden panel. Canvas, 25 in. x 30 in. Seated figure, holds book in left hand. Gray hair, white ruffled shirt, white stock, black coat. Dark background.

Unknown source. Unknown date.

Dr. Joshua Fisher was born in Dedham, Mass., May 17, 1748, the son of Nathaniel and Elizabeth (Clapp) Fisher. He completed his education at Harvard when but seventeen years old and taught school at Rowley for a short time, soon removing to study medicine with Dr. Bela Lincoln of Hingham. He then began his practise in Ipswich. Salem claimed him for a brief period, but eventually he settled in Beverly, where he remained for more than sixty years. The first wife of Dr. Fisher was Abigail Staniford, daughter of Daniel and Mary (Burnham) Staniford of Ipswich. She died in October, 1805, and on November 4, 1807, Dr. Fisher married Mrs. Anna (Harrington) Bridge of Petersham, daughter of the Rev. Timothy Harrington of Lancaster and widow of Richard Perkins Bridge of Petersham. Mrs. Fisher died in Beverly on January 12, 1829, at the age of

seventy-one years. Dr. Fisher's record as a surgeon on a privateer and as a member of the Committee of Correspondence during the Revolution attests his patriotism. His other activities were many, as he served as president of the Massachusetts Medical Society for many years, was a member of the State Senate, president of the Beverly Bank, and founder and president of the Beverly Charitable Society, which organization benefitted greatly by a liberal bequest. The Fisher professorship of Natural History at Harvard was endowed by him. His death occurred at Beverly, March 15, 1833. [See Hill, *Dedham Vital Records*, pp. 77, 78; Fisher, *Fisher Genealogy*, pp. 101, 171; Peabody, *Harvard Graduates Whom I Have Known*, pp. 1-11; *Beverly Vital Records* (printed), vol. 2, pp. 117, 430, 436; Felt, *History of Ipswich*, p. 81; Marvin, *History of Lancaster*, p. 391; Burrage, *History of the Mass. Medical Society*, p. 104; *Framingham Vital Records* (printed), p. 92; *Petersham Vital Records* (printed), p. 171.]

88. LYDIA (PHIPPEN) FISKE, 1747-1782. Pastel, by Benjamin Blyth, painted about 1770. Canvas, 20½ in. x 15½ in. Head and shoulders. Head three-quarters to left, eyes front, brown hair worn high on head. Wears a lace cap with blue ribbon and pearl edging. Two-strand pearl necklace, low-necked blue dress, square cut, narrow lace insert. Medium gray background.

*Bequest of the Misses Marion C. and Elizabeth C. Allen,
1913.*

Lydia (Phippen) Fiske, wife of Major-General John Fiske, was born in Salem on January 7, 1747, the daughter of David and Priscilla (Bickford) Phippen. On June 12, 1766, she married, as his first wife, Gen. John Fiske, son of Rev. Samuel Fiske, minister of the First Church in Salem, and his wife, Anna (Gerrish). Lydia (Phippen) Fiske died in Salem, October 13, 1782. There were six children by this marriage. Gen. Fiske married, on February 11, 1783, Mrs. Martha (Lee) Hibbert of Manchester, widow of Capt. Jeremiah Hibbert and daughter of Col. John and Joanna (Raymond) Lee of Man-



EUNICE (BROWN) FITCH
No. 89

chester. Her death occurred on November 30, 1785, and on June 18, 1786, Gen. Fiske was united to his third wife, Mrs. Sarah Gerry of Marblehead, widow of John Gerry and daughter of John and Elizabeth (Quincy) Wendall of Boston. Gen. John Fiske died on September 28, 1797. He was notable as the Captain of the *Tyrannicide* and the *Massachusetts*, and after the Revolution became a successful merchant in Salem. [See *New Eng. Hist. and Gen. Reg.*, vol. 7, p. 252; *Essex Inst. Hist. Colls.*, vol. 4, p. 81, vol. 52, p. 239; Pierce, *Fiske Genealogy*, pp. 82, 102-104; *Salem Vital Records* (printed), vol. 1, p. 167, vol. 3, p. 361, vol. 4, p. 190, vol. 5, p. 248.]

89. EUNICE (BROWN) FITCH, 1731-1799. Oil, by Joseph Blackburn. Canvas, 48½ in. x 39½ in. Three-quarters length, seated figure, almost full face. Pink satin dress, blue sash, lace scarf, held in both hands. Table with sewing basket on right. Curtain and column in background.

Gift of Miss Caroline Derby, 1878.

Eunice (Brown) Fitch was born in Salem, September 13, 1731, the daughter of Benjamin and Eunice (Turner) Brown. She married, first, in Salem, on September 3, 1751, Ichabod Plaisted, Jr., who died on September 3, 1755, at the age of twenty-eight years. Mrs. Eunice (Brown) Plaisted, widow, then married in Boston, on October 16, 1760, as his second wife, Timothy Fitch, a prosperous Boston merchant. They subsequently lived in Medford, where he died on September 28, 1790. Mrs. Fitch died in Salem in July, 1799. There were four children by this marriage, the youngest of whom, Hannah Brown Fitch, became the wife of Ezekiel Hersey Derby of Salem. [See *Salem Vital Records* (printed), vol. 1, p. 129, vol. 2, p. 182, vol. 4, p. 202, vol. 5, p. 248, vol. 6, p. 149; *New Eng. Hist. and Gen. Reg.*, vol. 55, p. 406; *Boston Marriages* (printed), 1752-1809, p. 50; *Essex Inst. Hist. Colls.*, vol. 48, p. 279; *Medford Vital Records* (printed), p. 369.]

FITCH, HANNAH BROWNE, see DERBY, MRS. HANNAH BROWNE (FITCH).

90. TIMOTHY FITCH, 1725-1790. Oil, by Joseph Blackburn. Canvas, 48½ in. x 39½ in. Seated figure, three-quarters length. Three-quarters face. Brown dress-coat and vest. Right arm rests on table, on which lies an addressed letter. Left hand against hip. Neutral background.

Gift of Miss Caroline Derby, 1878.

Timothy Fitch was born in Boston, October 23, 1725, the son of Joseph Fitch and his first wife, Margaret (Clark). He married on August 19, 1746, in Medford, Abigail (Hall) Donahue, born in Medford, August 15, 1725, daughter of Andrew and Abigail (Walker) Hall and widow of Capt. David Donahue. By her he had six daughters. His second wife, whom he married in Boston, October 16, 1760, was Eunice (Brown) Plaisted of Salem, by whom he had four children. She was the daughter of Benjamin and Eunice (Turner) Brown and widow of Ichabod Plaisted, Jr. Mr. Fitch prospered greatly as a merchant in Nantucket and Boston, but during the later years of the Revolution he met with many financial losses and retired from business, removing to Medford, where he died on September 28, 1790. His wife Eunice survived him, her death occurring in Salem in July, 1799. [See *Medford Historical Register*, vol. 25, p. 12; Brooks, *History of Medford*, p. 169; *Medford Vital Records* (printed), pp. 219, 369; *Boston Marriages* (printed), 1752-1809, pp. 50, 307; *New Eng. Hist. and Gen. Reg.*, vol. 55, pp. 294, 405; *Records of the Brattle Square Church in Boston*, p. 147.]

FITCH, MRS. TIMOTHY, see FITCH, MRS. EUNICE (BROWN).

FLINT, ABIGAIL, see GERRISH, MRS. ABIGAIL (FLINT-HOLLOWAY).

FORRESTER, CHARLES, see FORRESTER GROUP, No. 94.

91. CHARLOTTE STORY FORRESTER, 1811-1873. Miniature, by Sarah Lockhart Allen, 1832. Measurements, 15⅔ in. x 3 in. Half length, face nearly front, brown hair, parted in center, arranged in

puffs, high on head at back. Low-cut yellow dress, puffed sleeves. Greenish-gray background.

Bequest of Miss Marianne S. Devereux, 1912.

Charlotte Story Forrester, daughter of John and Charlotte (Story) Forrester. She was the wife of George Humphrey Devereux. [See group of Forrester children (No. 94) for full description and references.]

92. CHARLOTTE (STORY) FORRESTER, 1788-1867. Oil, by Gilbert Stuart, about 1825, unfinished at his death and bust painted by Jane Stuart. Panel, 27 in. x 22 in. Half length, three-quarters facing left, eyes front. Curling brown hair parted in center. Low-cut white silk dress edged with lace. Oval brooch, red cashmere figured shawl. Warm gray background.

Bequest of Miss Marianne S. Devereux, 1912.

Charlotte (Story) Forrester was baptized at Marblehead on October 19, 1788, the daughter of Dr. Elisha and Mehitable (Pedrick) Story. Her father was a member of the Boston Tea Party and a surgeon in the Revolution. She was a sister of Joseph Story, the distinguished jurist. Charlotte (Story) married at Marblehead on October 25, 1810, John Forrester, who died in February, 1837. He was the son of Simon and Rachel (Hathorn) Forrester. Charlotte (Story) Forrester died in Salem December 16, 1867. [See *Salem City Hall Records*, book 6, p. 238; Roads, *History of Marblehead*, pp. 235, 349; *Marblehead Vital Records* (printed), vol. 1, p. 495, vol. 2, p. 413; *Salem Vital Records* (printed), vol. 3, p. 374; *New Eng. Hist. and Gen. Reg.*, vol. 5, p. 56, vol. 22, p. 200.]

FORRESTER, ELEANOR, see CARLILE, ELEANOR (FORRESTER).

FORRESTER, GEORGE HEALY HUTCHINSON, see FORRESTER GROUP, No. 94.

FORRESTER, JOHN, see FORRESTER GROUP, No. 94.

93. LOUISA FORRESTER, 1825-1900. Oil, by Elizabeth Dodge Devereux, 1896. Canvas, 18 in. x 16 in. Three-quarters face, head half life-size. White hair, done high on head, delicate features, filagree

brooch, black dress trimmed about neck and shoulders with black fur.

Bequest of Miss Marianne S. Devereux, 1912.

Louisa Forrester was born in Salem, January 19, 1825, the daughter of John and Charlotte (Story) Forrester, and died, unmarried, at her residence on Oliver Street, Salem, May 16, 1900. [See *Salem City Hall Records*, book 21, p. 56; *Salem Vital Records* (printed), vol. 1, p. 314.]

94. RACHEL FORRESTER, 1817-1891; CHARLOTTE STORY FORRESTER, 1811-1873; JOHN FORRESTER, 1814-1841; GEORGE HEALY HUTCHINSON FORRESTER, 1815-1872; CHARLES FORRESTER, 1818-1864. Oil portrait, group, by James Frothingham. Canvas, 43 in. x 34 in. Description from left to right.
Estate of Miss Elizabeth Dodge Devereux, 1911.

Rachel Forrester, wearing puce colored dress and blue sash. Has her hand on next child's shoulder. She was born in Salem, February 25, 1817, the daughter of John and Charlotte (Story) Forrester, and died, unmarried, at her residence on Oliver Street, Salem, April 3, 1891.

Charlotte Story Forrester, red dress, full face. She was born in Salem, September 4, 1811, the daughter of John and Charlotte (Story) Forrester. She was married in Salem on December 19, 1832, to George Humphrey Devereux, who was born in Salem on December 1, 1809, the eldest son of Humphrey and Elizabeth (Dodge) Devereux. Mr. Devereux was graduated from Harvard College in 1829, was Captain of the Salem Light Infantry and afterwards Adjutant General of the Commonwealth. He practiced law in Salem, then removed to Cherryfield, Maine, for a short period, where he was a lumber agent, but soon returned to Salem, making his home there until his death on October 24, 1878. Mrs. Charlotte Story (Forrester) Devereux died April 28, 1873.

John Forrester, wearing blue suit, arm around waist of second figure. He was born in Salem February 28, 1814, the son of John and Charlotte (Story) Forrester, and died at sea in November, 1841.

George Healy Hutchinson Forrester, dressed in green,

has his hand on his brother's shoulder. He was born in Salem on February 23, 1815, the son of John and Charlotte (Story) Forrester, and died in July, 1872, in California. He was a member of the Salem Light Infantry in 1833.

Charles Forrester, a lightly-clad baby, lies sleeping on a pillow, holds roses. He was born in Salem December 14, 1818, the son of John and Charlotte (Story) Forrester, and died, unmarried, in Salem February 7, 1864. He was for twenty years a prominent and successful commission merchant in Calcutta, but, suffering from too long a residence in that climate, returned finally to Salem, where he made his home until his death.

[See *Salem Vital Records* (printed), vol. 1, p. 314, vol. 3, p. 374; Dodge, *Dodge Genealogy*, vol. 1, p. 144; *Salem Gazette*, Feb. 16, 1864, Oct. 25, 1878; *Salem City Hall Records*, book 6, p. 201, book 12, p. 33, book 15, p. 58, book 18, p. 49; Belknap, *Forrester Genealogy*.]

95. RACHEL (HATHORNE) FORRESTER, 1757-1823. Oil by James Frothingham, 1822. Canvas, 27 in. x 22 in. Portrait of elderly lady, seated figure, half length. Head three-quarters to left. Wears a frilled cap with two black velvet bands, white collar, black dress, dark red wrap, ermine trimmed. Dark gray background.

Estate of Miss Elizabeth Dodge Devereux, 1911.

Rachel (Hathorne) Forrester was baptized at Salem, July 30, 1757, the daughter of Daniel and Rachel (Phelps) Hathorne. Her father was in command of several privateers during the Revolution and was noted for his courage and bravery. Rachel (Hathorne) married at Danvers, on December 7, 1776, Simon Forrester, a distinguished and eminent merchant of Salem, and died, his widow, June 29, 1823. [See *Essex Institute Bulletin*, vol. 3, p. 27; *Salem Vital Records* (printed), vol. 1, p. 415, vol. 3, pp. 374, 476; *Danvers Vital Records* (printed), vol. 2, p. 100.]

96. SIMON FORRESTER, 1748-1817. Oil, by unknown artist, painted about 1780, probably in Hamburg. Canvas, 21 in. x 18 in. Portrait of young man,

head and shoulders, face nearly front. Dark brown hair, brushed over forehead. White stock, white waistcoat with lapels turned back. Dark coat. Dark background.

Bequest of Miss Marianne S. Devereux, 1912.

Simon Forrester, son of Thomas, was born at Killeenach, Ireland, on May 10, 1748. He came early to Salem and began life there as an apprentice to Daniel Hathorn, whose daughter Rachel he married on December 7, 1776. He was very successful in his mercantile career in his adopted city and also interested himself in ventures on the sea. He commanded several privateers at the time of the Revolution, among which were the *Washington*, *Rover*, *Centurion*, *Jason*, *Patty*, *Black Snake* and the *Exchange*, besides others of which he was whole or part owner. He was one of the wealthiest men of his period and at the time of his death, July 4, 1817, was accounted the richest man in Salem. [See Bentley, *Diary*, vol. 4, p. 462; Felt, *Annals of Salem*, vol. 2, pp. 268, 273; Putnam, *Salem Vessels and Their Voyages*, vol. 1, p. 140, vol. 3, pp. 112, 118, vol. 4, p. 84; *Salem Vital Records* (printed), vol. 5, p. 254.]

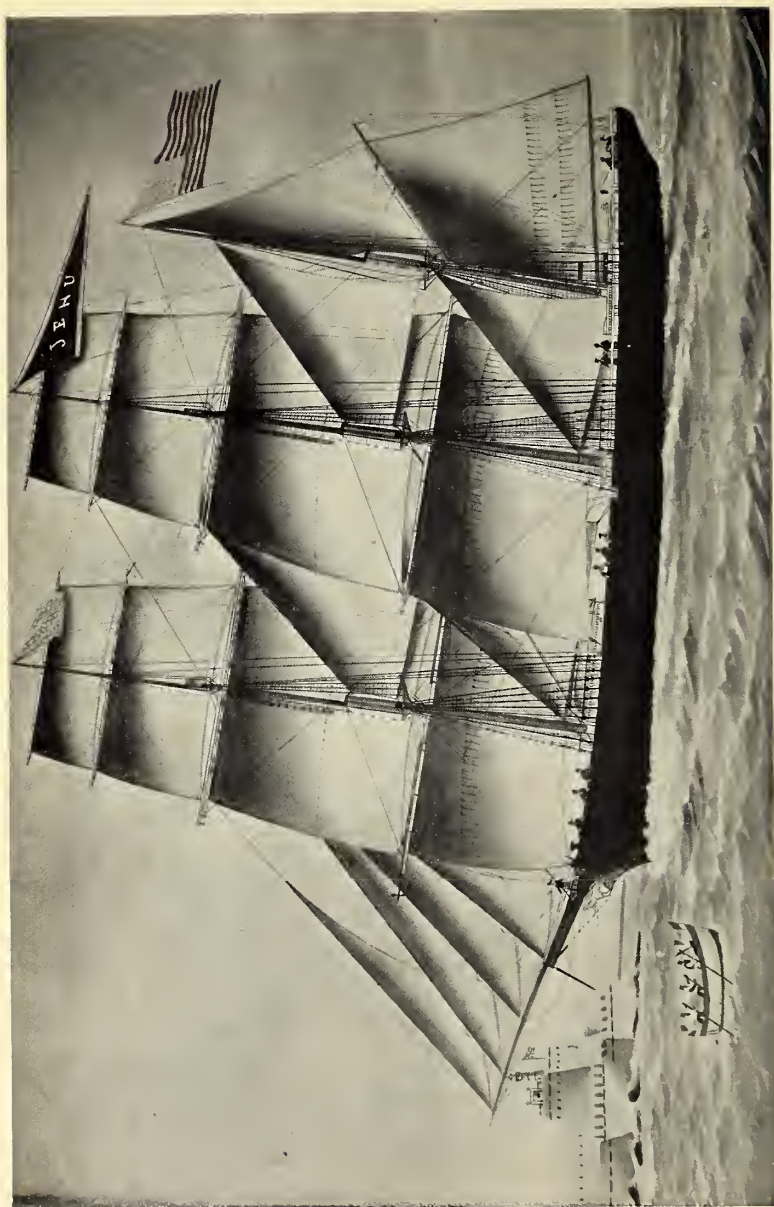
97. THOMAS HEALY FORRESTER, 1791-1830. Oil, by James Frothingham. Canvas, 34 in. x 25½ in. Half length. Face nearly front, seated figure. One arm resting on chair arm, other on desk. Brown hair, side whiskers. White stock, frilled shirt front, glove in hand. Table in lower left corner, paper, ink and quill pen. Column on left. Warm gray background.

Bequest of Miss Marianne S. Devereux, 1912.

Thomas Healy Forrester was born in Salem, November 11, 1791, the son of Simon and Rachel (Hathorn) Forrester. He was a merchant for several years, dealing in tea, sugar and nankeens and was very successful. After 1817 he removed to South Reading, where he purchased a farm on which he resided until his death in May, 1830. [See Belknap, *Forrester Genealogy*; *Middlesex County, Mass. Probate Records*, Docket 8116.]

FORRESTIER, AUGUSTINE LE, see LE FORRESTIER.

(To be continued)



BARK "JEHU" OF BOSTON

250 tons. Built at Newburyport in 1859,

From a water-color showing the vessel entering Malta in 1870.

Courtesy Marine Research Society.

SHIP REGISTERS OF THE DISTRICT OF
NEWBURYPORT.
1789-1870.

COMPILED FROM THE NEWBURYPORT CUSTOM HOUSE
RECORDS, NOW IN POSSESSION OF THE ESSEX
INSTITUTE.

(Continued from Vol. LXX, Page 418)

HOPE, bgtne., 125 tons; built Newburyport, 1784; length, 66 ft. 7 in.; breadth, 21 ft.; depth, 10 ft. 6 in. Reg. Feb. 9, 1790. Nathaniel Nowell, Antony Davenport, owners; Nathaniel Nowell, master. Reg. Feb. 21, 1792. Anthony Davenport, Moses Davenport, owners; Nathaniel Nowell, master.

HOPE, sch., 83 tons; built Bradford, 1785; length, 63 ft. 8 in.; breadth, 20 ft. 4 in.; depth, 7 ft. 7 in. Reg. Jan. 28, 1790. Joseph Severe, Michael Hodge, owners; Joseph Severe, master. Reg. July 23, 1790. Joseph Seveir, Andrew Frothingham, Benjamin Frothingham, owners; Joseph Seveir, master. Reg. July 30, 1794. Andrew Frothingham, Benjamin Frothingham, owners; Abel Lunt, master.

HOPE, sch., 66 tons; built Newbury, 1786; length, 57 ft. 5 in.; breadth, 18 ft.; depth, 7 ft. 7 in. Reg. Dec. 12, 1789. Benjamin Perkins, owner; Stephen Low, master. Reg. Dec. 15, 1794. Benjamin Perkins, owner; Benjamin Griffin, master. Reg. Dec. 28, 1795. Benjamin Perkins, owner; Benjamin Griffin, jr., master. Reg. Dec. 28, 1796. Benjamin Perkins, owner; Benjamin Griffin, master.

HOPE, sch., 83 tons; built Newbury, 1786; length, 59 ft. 3 in.; breadth, 18 ft. 1 in.; depth, 9 ft. 1½ in.; figure head. Reg. Dec. 28, 1801. James Locke, Ezra Merrill, Seth Clark, all of Salisbury, owners; Ezra Merrill, master. Reg. June 22, 1802. Barzillai Lombard and Seth Clark of Salisbury, owners; Barzillai Lombard, master. Reg. Aug. 3, 1803; figure head, man. Ebenezer Pearly of Salisbury, owner; William Bartlett, master.

HOPE, ship, 202 tons; built Salisbury, 1792; length, 78 ft. 10 in.; breadth, 24 ft. 6 in.; depth, 12 ft. 3 in. Reg. May 11, 1792. Joshua Follensbe, owner; Ezekiel Morrill, master.

HOPE, sch., 90 tons; built Amesbury, 1793; length, 67 ft. 8 in.; breadth, 20 ft. 4½ in.; depth, 7 ft. 7 in. Reg. Jan. 21, 1794. Thomas Brown, owner; Daniel Farley, master. Reg. Aug. 19, 1794. William Faris, Ebenezer Stocker, owners; Joseph Whitmore, master.

HOPE, brig, 115 tons; built, Kennebunk, 1794; length, 70 ft. 5 in.; breadth, 22 ft. 6 in.; depth, 8 ft. 7 in. Reg. July 15, 1803. David Coffin, owner; Steven Day, master. Reg. April 16, 1804; altered to a brig. David Coffin, owner; Stephen Day, master. Reg. Nov. 21, 1804. David Coffin, Joseph Gerrish, owners; Joseph Gerrish, master. Reg. July 9, 1805. David Coffin, owner; Stephen Webber, master.

HOPE, ship, 163 tons; built Bradford, 1795; length, 74 ft. 10 in.; breadth, 22 ft. 6½ in.; depth, 11 ft. 3¼ in. Reg. Sept. 26, 1795. Gad Kelly, Waters Clark, both of Boston, owners; John Somerbe, jr., master.

HOPE, sch., 83 tons; built Newbury, 1796; length, 59 ft. 3 in.; breadth, 18 ft. 1 in.; depth, 9 ft. ½ in.; figure head, man. Reg. Nov. 12, 1804. Ebenezer Parley of Salisbury, owner; Edward Goodrich, master.

HOPE, sch., 81 tons; built Deer Isle, 1797; length, 63 ft. 10 in.; breadth, 21 ft. 6 in.; depth, 7 ft. 1 in. Reg. Jan. 24, 1800. Solomon Haskell of Newbury, Mark Haskell, Ignatius Haskell, both of Deer Isle, owners; Wilkes Wright, master. Reg. Dec. 24, 1802; 84 tons. Solomon Haskell of Newbury, Mark Haskell, Ignatius Haskell, both of Deer Isle, owners; Stephen Hoyt, master. Reg. Jan. 7, 1804. Ignatius Haskell, Mark Haskell, both of Deer Isle, Solomon Haskell of Newbury, owners; Jeremiah Young, master.

HOPE, sch., 78 tons; built Plymouth, 1800; length, 62 ft. 4 in.; breadth, 18 ft.; depth, 8 ft. Reg. May 22, 1809. Philip Currier, William Bayley, John Colby, Orlando S. Bayley, William Bartlett, all of Amesbury, owners; William Bartlett, master. Reg. Apr. 15, 1811. Lowell Sanborn, owner; Green Sanborn, master.

HOPE, ship, 236 tons; built Amesbury, 1803; length, 87 ft.; breadth, 25 ft.; depth, 12 ft. 6 in. Reg. Aug. 19, 1803. Israel Thorndike of Beverly, owner; Joseph Thissell, master.

HOPE, ship, 309 tons; built Newbury, 1809; length, 96 ft. 4 in.; breadth, 27 ft. 1 in.; depth, 13 ft. 6½ in. Reg. Mar. 16, 1810. Israel Thorndike of Beverly, owner; Pyam Lovett, master.

HOPE, bgtne., 194 tons; built Newbury, 1814; length, 78 ft. 7 in.; breadth, 24 ft.; depth, 12 ft.; billet head. Reg. June 5, 1815. Henry Sigourney of Boston, owner; David Low, jr., master.

HOPE, bgtne., 186 tons; built Salisbury, 1815; length, 80 ft. 3 in.; breadth, 23 ft. 1 in.; depth, 11 ft. 6½ in.; billet head. Reg. Oct. 23, 1816. Nicholas Johnson, Nich-

olas Johnson, jr., John N. Cushing, owners; Enoch Pilsbury, master.

HOPE, sch., 35 tons; built Salisbury, 1839; length, 47 ft.; breadth, 14 ft. 2 in.; depth, 6 ft. 2 in. Reg. Nov. 15, 1839. Nehemiah Mayo, Ezekiel Atwood, Alfred Mayo, Nehemiah Rich, 2d, all of Truro, owners; Nehemiah Mayo, master.

HOPE, sch., 47 tons; built Salisbury, 1853; length, 54 ft. 7 in.; breadth, 16 ft. 1 in.; depth, 6 ft. 3 in.; billet head. Reg. Oct. 30, 1857. Charles Tyng, owner; Horace Merrill, master.

HORIZON, brig, 272 tons; built Haverhill, 1810; length, 95 ft. 3 in.; breadth, 25 ft. 5 $\frac{1}{4}$ in.; depth, 12 ft. 8 $\frac{5}{8}$ in. Reg. Apr. 17, 1810. Thomas M. Clark, Isaac Adams, owners; James Cummings, master. Reg. Mar. 1, 1815. Thomas M. Clark, owner; Thomas Johnson, master.

HOWADJI, ship, 695 tons; built Newburyport, 1852; length, 145 ft. 9 in.; breadth, 32 ft. 4 in.; depth, 16 ft. 2 in.; billet head. Reg. Dec. 23, 1852. William Balch, John Currier, George E. Balch, owners; George E. Balch, master.

HUDSON, sch., 134 tons; built Bath, Me., 1833; length, 83 ft. 5 in.; breadth, 23 ft. 5 in.; depth, 8 ft.; billet head. Reg. Aug. 11, 1855. John Wade of New York, William F. Wade of Ipswich, Isaiah Colcord, William Berry both of Prospect, Me., owners; Matthew McGreevy, master.

HUGH W. FRY, sch., 132 tons; built Dorchester County, Md., 1854; length, 88 ft. 2 in.; breadth, 24 ft. 6 $\frac{1}{12}$ in.; depth, 7 ft.; billet head. Reg. May 8, 1861. Warren Currier, Eben Sumner, William H. Swasey, Thomas H. Phillips of Salisbury, owners; Thomas H. Phillips, master. Reg. Nov. 4, 1861. Warren Currier, Eben Sumner, William H. Swasey, and Thomas H. Phillips of Salisbury, owners; Thomas H. Phillips, master.

HUGUENOT, ship, 934 tons; built, Newbury, 1845; length, 166 ft.; breadth, 35 ft.; depth, 17 ft. 6 in.; billet head. Reg. Oct. 13, 1845. Joshua Hale, John Currier, jr., of Newbury, Thomas Hale, Josiah L. Hale, John C. Green, all of New York, owners; Samuel Goodhue, master.

HUMBIRD, 84 tons; built Newbury, 1799; length, 58 ft. 8 in.; breadth, 17 ft. 9 in.; depth, 9 ft. 4 $\frac{1}{2}$ in.; figure head, bird. Reg. Dec. 5, 1799. Alexander Campbell of Newbury, owner; Stanton Printis, master.

HUNTER, ship, 188 tons; built Newbury, 1802; length, 78 ft.; breadth, 23 ft. 8 $\frac{1}{2}$ in.; depth, 11 ft. 10 $\frac{1}{4}$ in. Reg. Jan. 13, 1803. Leonard Smith, owner; Sewell Toppan,

master. Reg. Jan. 27, 1804. Leonard Smith, owner; Samuel Swett, master. Reg. Mar. 27, 1805. Leonard Smith, Nathaniel Smith, William Smith, John Smith, owners; Benjamin] F. Cartwright, master.

HUNTER, sch., 53 tons; built Salisbury, 1815; length, 53 ft.; breadth, 16 ft.; depth, 7 ft. 4 in. Reg. Sept. 26, 1815. John Balch of Newbury, owners; Ebenezer Parley, master.

HUNTRESS, ship, 250 tons; built Amesbury, 1805; length, 88 ft. 5 in.; breadth, 25 ft. 6 in.; depth, 12 ft. 9 in.; figure head, man. Reg. June 14, 1805. Orlando B. Merrill of Newbury, Thomas M. Clark, Bailey Chase, Stephen Bartlet, owners; Bailey Chase, master.

HUNTRESS, ship, 546 tons; built Newbury, 1839; length, 135 ft. 10 in.; breadth, 29 ft. 8 in.; depth, 14 ft. 10 in.; figure head, female. Reg. Dec. 6, 1839. Nathaniel Putnam, jr., Nathaniel Putnam, Samuel W. Slocum, Charles M. Talbot, David W. C. Oliphant, David Oliphant, all of New York City, New York, owners; Nathaniel Putnam, jr., master.

HUNTRESS, sch., 98 tons; built Newburyport, 1852; length, 73 ft. 6 in.; breadth, 20 ft. 8 in.; depth, 7 ft. 5 in.; billet head. Reg. May 2, 1860. David Hale, Isaac Hale, owners; George W. Disney, master.

HURKERN, sch., 73 tons; built Newburyport, 1830; length, 61 ft. 3 in.; breadth, 18 ft. 1 in.; depth, 7 ft. 8 in.; billet head. Reg. Oct. 5, 1832. John Pearson of Bangor, Me., John S. Pearson, John H. Titcomb, owners; John C. Hardy, master.

HYPSIA AND JANE, sch., 98 tons; built Salisbury, 1803; length, 69 ft. 2 in.; breadth, 20 ft. 1 in.; depth, 8 ft. 3 in. Reg. Apr. 22, 1803. Thomas Woodbury, Thomas Woodbury, jr., both of Beverly, owners; Thomas Woodbury, jr., master.

IDA, bark, 189 tons; built Newbury, 1809; length, 81 ft. 2 in.; breadth, 21 ft. 2 in.; depth, 11 ft. 6½ in. Reg. Nov. 2, 1809. Benjamin Wyat, Jeremiah Nelson, owners; Benjamin Perkins, master.

IDA, ship, 432 tons; built Amesbury, 1816; length, 115 ft. 8 in.; breadth, 28 ft. 11 in.; depth, 14 ft. 5½ in.; billet head. Reg. June 5, 1816. William H. Boardman, Paschal Paoli Pope, both of Boston, owners; Henry Dorr, master.

ILZAIDE, ship, 410 tons; built Newbury, 1838-39; length, 125 ft. 1 in.; breadth, 26 ft. 9 in.; depth, 13 ft. 4½ in.; billet head. Reg. Mar. 14, 1839. Philip Johnson, Mark Symons, owners; Mark Symons, master.

IMPORTER, brig, 181 tons; built Richmond, Me., 1842;

length, 94 ft. 4 in.; breadth, 24 ft.; depth, 9 ft.; billet head. Reg. July 17, 1848. Charles Marsh, Charles French, Jacob Horton, owners; George W. Dennis, master.

INCREASE, sloop, 65 tons; built Amesbury, 1799; length, 57 ft. 7 in.; breadth, 18 ft. 7 in.; depth, 7 ft. 3 in. Reg. Oct. 29, 1799. Abraham Wheelwright, Ebenezer Wheelwright, owners; Jonathan Moulton, master.

INCREASE, sloop, 65 tons; built Amesbury, 1799; length, 57 ft. 7 in.; breadth, 18 ft. 7 in.; depth, 7 ft. 3 in. Reg. June 27, 1810. Moses Wheeler, owner; George Nowell, master. Reg. Aug. 2, 1811. Moses Wheeler, owner; William H. Mitchell, master. Reg. Dec. 30, 1818. John Pearson, owner; Daniel Dennis, master. Reg. Nov. 12, 1819. John Pearson, owner; Daniel Dennis, master. Reg. Nov. 14, 1820. Moody Pearson, John Pearson, owners; Samuel Boardman, master. Reg. Jan. 22, 1822. John Pearson, owner; Mathew P. Dole, master.

INDEPENDENCE, sch., 103 tons; built Biddeford, 1803; length, 69 ft. 9 in.; breadth, 22 ft. 6 in.; depth, 7 ft. 9 in. Reg. Nov. 7, 1804. William Stover, Joseph Stover, owners; Joseph Stover, master. Reg. June 15, 1809. Joshua Carter, owner; Samuel Brown, master. Reg. Feb. 8, 1810; 149 tons. Joshua Carter, owner; John Somerby, master.

INDEPENDENCE, sch., 95 tons; built Essex, 1840; length, 66 ft. 6 in.; breadth, 19 ft. 2 in.; depth, 8 ft. 7 in.; billet head. Reg. Oct. 11, 1847. Jesse D. Gunnison, William Gunnison, Ebenezer Jewett, Adams Knight, owners; Adams Knight, master. Reg. Oct. 14, 1859. Samuel C. Currier, owner; William Hewitt, master.

INDEPENDENCE, sch., 95 tons; built Essex, 1840; length, 66 ft. 6 in.; breadth, 19 ft. 2 in.; depth, 8 ft. 7 in.; billet head. Reg. April 27, 1863. Watson H. Barnard of Groton, owner.

INDUS, bgtne., 262 tons; built Newbury, 1814; length, 90 ft. 1 in.; breadth, 25 ft. 10 in.; depth, 12 ft. 11 in.; billet head. Reg. Mar. 20, 1815. Pickering Dodge, owner; Thomas Dennis, master.

INDUS, brig, 263 tons; built Haverhill, 1818; length, 94 ft. 9 in.; breadth, 25 ft. $1\frac{1}{2}$ in.; depth, 12 ft. $6\frac{1}{4}$ in.; billet head. Reg. June 15, 1818. Pickering Dodge of Salem, owner; John Wills, jr., master.

INDUS, ship, 848 tons; built Newburyport, 1856; length, 166 ft. 6 in.; breadth, 33 ft. 2 in.; depth, 16 ft. 7 in.; billet head. Reg. Mar. 19, 1856. Charles Hampton, Rafael Ma-

ria del Castillo, both of New Orleans, La., owners; Samuel Knapp, master.

INDUSTRY, sloop, 41 tons; built York, 1785; length, 50 ft. 6 in.; breadth, 17 ft. 3 in.; depth, 6 ft. Reg. Jan. 16, 1798. Isaac Noyes, Joseph Noyes, Joseph Bragdon, owners; James Merrill, master. Reg. Jan. 24, 1795. Isaac Noyes, Joseph Noyes, jr., Joseph Bragdon, owners.

INDUSTRY, sch., 75 tons; built Newbury, 1786; length, 62 ft. 1 in.; breadth, 17 ft. 10 in.; depth, 7 ft. 9 in. Reg. Dec. 19, 1789. Isaac Plummer, Benjamin Plummer, William Plummer, all of Newbury, owners; Isaac Plummer, master. Reg. Dec. 2, 1790. David Coffin, owner; Pearson Brown, master. Reg. July 26, 1791. David Coffin, Ebenezer Stone, owners; Ebenezer Stone, master.

INDUSTRY, sch., 60 tons; built Bristol, 1787; length, 57 ft.; breadth, 18 ft. 6 in.; depth, 6 ft. 9 in. Reg. Sept. 23, 1794. John Pearson, jr., William Pearson, owners; William Pearson, master. Reg. June 23, 1796. John Pearson, jr., William Pearson, owners; William Davis, master. Reg. Jan. 8, 1798. John Pearson, jr., William Pearson, owners; Jeremiah Blanchard, master. Reg. Feb. 6, 1799. Joseph Brown, Jonathan Merrill, owners; John Waite, master.

INDUSTRY, sloop, 48 tons; built Haverhill, 1788; length, 53 ft.; breadth, 17 ft. 6 in.; depth, 6 ft. 2 in. Reg. Jan. 9, 1792. David Hoyt, John Carlton, owners; David Hoyt, master. Reg. June 3, 1796; altered to a sch. Nathan Somerby, Amos Atkinson, both of Newbury, owners; Peter Cummings Gilbert, master.

INDUSTRY, bgtne., 206 tons; built Newburyport, 1789; length, 82 ft. 8 in.; breadth, 24 ft.; depth, 12 ft. Reg. Jan. 4, 1790. William P. Johnson, owner; Edmund Wingate, master. Reg. May 9, 1795; altered to a ship. William Peirce Johnson, owner; Jabez Baker Fletcher, master.

INDUSTRY, bgtne., 129 tons; built Haverhill, 1792; length, 66 ft. 2 in.; breadth, 21 ft. 7 in.; depth, 10 ft. 9½ in. Reg. Nov. 7, 1792. Moses Gale of Haverhill, owner; Samuel Chase, master.

INDUSTRY, sch., 38 tons; built Newbury, 1793; length, 50 ft. 6 in.; breadth, 15 ft. 1 in.; depth, 5 ft. 11 in. Reg. Aug. 16, 1793. Jonathan Pearson, Robert Newman, owners; Daniel Elliot, master. Reg. June 19, 1795. Jonathan Pearson, owner; Thomas Folansbe, master. Reg. Aug. 28, 1797. James Wood, Samuel Newman, William Harris, owners; William Harris, master. Reg. Mar. 17, 1798. John Prince, Ezekiel Prince, owners; John Prince, master.

INDUSTRY, sch., 38 tons; built Newbury, 1793; length, 50 ft. 6 in.; breadth, 15 ft. 1 in.; depth, 5 ft. 11 in. Reg. Sept. 7, 1811. Philip Coombs of Newbury, owner; John P. Clark, master.

INDUSTRY, sch., 60 tons; built Bristol, 1793; length, 57 ft.; breadth, 18 ft. 6 in.; depth, 6 ft. 9 in. Reg. Jan. 6, 1794. John Pearson, Daniel Elliot, owners; Daniel Elliot, master.

INDUSTRY, ship, 310 tons; built Amesbury, 1795; length, 94 ft. 7 in.; breadth, 27 ft. 6 in.; depth, 13 ft. 9 in.; figure head, woman. Reg. June 16, 1795. Archibald Gracie of New York, N. Y., owner; John Rudd, master.

INDUSTRY, sch., 93 tons; built Amesbury, 1796; length, 71 ft. 10 in.; breadth, 20 ft. 7 in.; depth, 7 ft. 3 in. Reg. Apr. 15, 1796. Joseph Hinckly, John Dixey, Marston Watson, Joseph Wilson, all of Marblehead, owners; Joseph Wardwell, master.

INDUSTRY, bgtne., 111 21/95 tons; built Amesbury, 1796; length, 62 ft. 3 in.; breadth, 20 ft. 6 1/2 in.; depth, 10 ft. 3 1/4 in.; figure head, woman. Reg. Aug. 16, 1796. Nathan Long of Amesbury, owner; Archibald Taylor, master. Reg. July 30, 1798. Nathan Long of Amesbury, owner; Barzilla Lombard, master.

INDUSTRY, brig, 192 tons; built Amesbury, 1801; length, 79 ft. 6 in.; breadth, 23 ft. 8 1/4 in.; depth, 11 ft. 10 1/8 in. Reg. Jan. 21, 1802. Abner Wood, owner; Moses Pearson, master. Reg. Jan. 8, 1816. Abner Wood of Newburyport, Ebenezer Wheelwright of Newbury, owners; Josiah Bartlet, jr., master.

INDUSTRY, brig, 192 tons; built Amesbury, 1801; length, 79 ft. 6 in.; breadth, 23 ft. 8 1/4 in.; depth, 11 ft. 10 1/8 in. Reg. May 25, 1805. Abner Wood, owner; Jacob Stone, master. Reg. Nov. 19, 1811. Abner Wood, owner; John Bagley, master.

INDUSTRY, snow, 190 tons; built Salisbury, 1803; length, 78 ft. 9 in.; breadth, 23 ft. 8 1/2 in.; depth, 11 ft. 10 1/4 in. Reg. March 17, 1804. David Lowell, Willabee Hoyt, both of Amesbury, Daniel Webster, Daniel Webster, jr., Robert Morrill, all of Salisbury, owners; Valentine Bagley, master.

INDUSTRY, brig, 111 tons; built Glastonbury, Conn., 1803; length, 65 ft. 3 in.; breadth, 22 ft. 2 in.; depth, 9 ft. 2 in. Reg. June 8, 1807. Joseph Seveir, owner; Joseph Seveir, jr., master.

INEZ, ship, 356 tons; built Haverhill, 1828; length, 112

ft. 5 in.; breadth, 26 ft. 5 in.; depth, 13 ft. $2\frac{1}{2}$ in.; billet head. Reg. Jan. 1, 1829. Micajah Lunt, Micajah Lunt, jr., both of Newbury, William Davis, Stephen Frothingham, Michael Titcomb, Ezra Lunt, owners; Micajah Lunt, jr., master. Reg. Oct. 11, 1837. Micajah Lunt, Micajah Lunt, jr., William Davis, Stephen Frothingham, Michael Titcomb, Ezra Lunt, owners; Isaac A. Bray, master.

INEZ, ship, 699 tons; built Newburyport, 1851; length, 150 ft.; breadth, 31 ft. $10\frac{1}{2}$ in.; depth, 15 ft. $11\frac{1}{4}$ in.; billet head. Reg. Nov. 11, 1851. Micajah Lunt, John Currier, jr., True Choate, Ezekiel Choate, George Lunt, owners; George Lunt, master.

IPHIGENIA, ship, 276 tons; built Salisbury, 1796; length, 91 ft. 5 in.; breadth, 26 ft. $4\frac{1}{2}$ in.; depth, 13 ft. $2\frac{1}{4}$ in.; figure head, woman. Reg. Feb. 23, 1797. William Boyd, Joshua Martin, both of Portsmouth, N. H., owners; Joshua Martin, master.

IRAH PERRY, ship, 435 tons; built Newburyport, 1852; length, 120 ft.; breadth, 28 ft. 4 in.; depth, 14 ft. 2 in.; billet head. Reg. Feb. 18, 1852. Obed N. Swift of New Bedford, owner; Obed N. Swift, master.

IRENE, barque, 309 tons; built Haverhill, 1834-5; length, 111 ft. 4 in.; breadth, 24 ft. 8 in.; depth, 12 ft. 4 in.; billet head. Reg. Feb. 6, 1835. William Caldwell of Haverhill, Charles Hill of Boston, owners; Charles Hill, master.

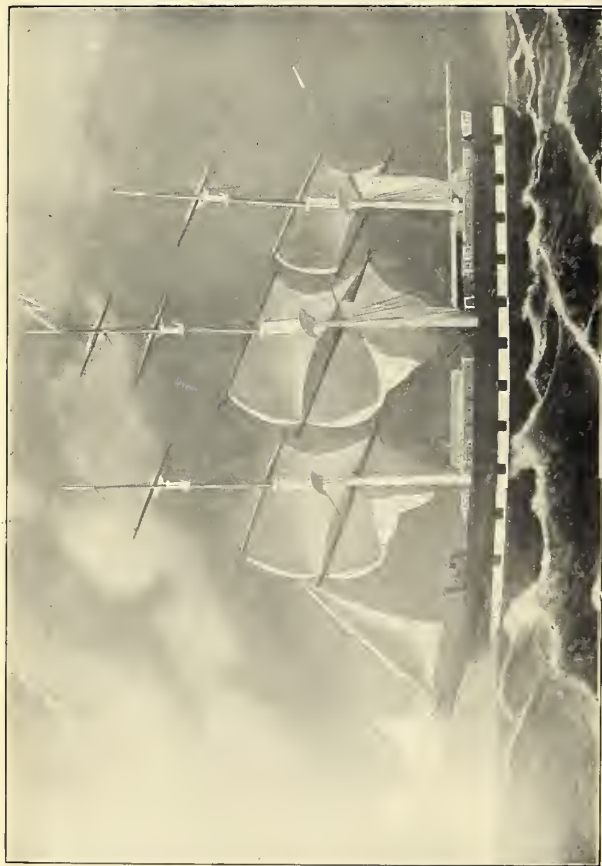
IRIS, bgtne., 195 tons; built Newbury, 1812; length, 80 ft. 5 in.; breadth, 23 ft. $8\frac{1}{2}$ in.; depth, 11 ft. $10\frac{1}{4}$ in. Reg. Oct. 22, 1812. William Parsons of Boston, owner; William Martin, master.

ISAAC, brig, 98 tons; built Amesbury, 1806; length, 68 ft. 6 in.; breadth, 20 ft. 2 in.; depth, 8 ft. 3 in. Reg. June 5, 1806. David Coffin, owner; Lemuel Pearson, master.

ISABEL, sch., 36 tons; built Warren, Me., 1831; length, 44 ft. 4 in.; breadth, 15 ft. 4 in.; depth, 6 ft. $4\frac{1}{2}$ in. Reg. Apr. 11, 1839. Moses B. Moody of Haverhill, Thomas Pierce of Bristol, Me., owners; James H. Grafton, master.

ISABELLA, sch., 113 tons; built Biddeford, Me., 1832; length, 67 ft. $9\frac{1}{4}$ in.; breadth, 20 ft. 3 in.; depth, 9 ft. 7 in.; billet head. Reg. Feb. 25, 1852. William E. Currier, Daniel Silloway, owners; Benjamin Perkins, master.

IVANHOE, sch., 74 tons; built Alna, 1830; length, 64 ft.; breadth, 17 ft. 10 in.; depth, 7 ft. $8\frac{1}{2}$ in.; billet head. Reg. May 20, 1845. Enoch Cooper, John Cooper, both of Vinalhaven, Me., owners; Enoch Cooper, master.



SHIP "HOWADJI"

Built in Newburyport in 1852.

Courtesy Marine Research Society.

J. W. HAVENER, brig, 195 tons; built Prospect, Me., 1849; length, 90 ft. 6 in.; breadth, 24 ft. 6 in.; depth, 9 ft. 4 in.; billet head. Reg. Sept. 22, 1858. Charles T. Smith, owner; Joseph Small, master.

JABEZ SNOW, ship, 1073 tons; built Newburyport, 1853; length, 180 ft.; breadth, 35 ft. 10½ in.; depth, 17 ft. 11¼ in.; billet head. Reg. Sept. 20, 1853. Jabez Snow of Bucksport, Me., Henry D. Brookman, John W. Brookman, both of New York, Franklin Spofford, Henry Darling, Enoch Barnard, Joseph R. Folsom, all of Bucksport, Me., George H. Peters, William C. Peters, Joseph P. Ellicott, all of Boston, owners; Jabez Snow, master.

JACK, sch., 30 tons, "Captured in war by U. S., condemned in court of U. S., for district of Maine, May 25, 1827"; length, 48 ft.; breadth, 13 ft.; depth, 5 ft. 4½ in. Reg. May 23, 1828. Thomas M. Clark, Stephen W. Marston, Mary Beal, owners; William Carrick, master.

JACOB HORTON, ship, 1149 tons; built Newburyport, 1860; length, 188 ft.; breadth, 36 ft. 3 in.; depth, 18 ft. 1½ in.; billet head. Reg. Oct. 11, 1860. Isaac H. Boardman, Henry Cook, Joseph B. Morse, Jacob Horton, John Currier, jr., owners; Henry Cook, master.

JACOB PERKINS, ship, 379 tons; built Newbury, 1833; length, 127 ft. 1 in.; breadth, 25 ft. 4½ in.; depth, 12 ft. 8¼ in.; billet head. Reg. Dec. 24, 1833. Enoch S. Williams, Stephen W. Marston, Tristram Coffin, 3d, Henry Shoof, owners; Henry Shoof, master.

JAMES, sch., 116 tons; built Haverhill, 1806; length, 69 ft. 7 in.; breadth, 22 ft. 4¾ in.; depth, 8 ft. 10 in. Reg. Apr. 28, 1806. James Horton, owner; Jacob Greenleaf, master. Reg. Nov. 12, 1807. James Horton, owner; Michael Toppan, master. Reg. June 6, 1809. James Horton, owner; Moses Wells, master. Reg. July 17, 1811. Stephen Howard and Thomas M. Follansbee, owners; David Potter, master.

JAMES CASKIE, brig, 283 tons; built Newbury, 1832; length, 110 ft. 4 in.; breadth, 23 ft. 8 in.; depth, 11 ft. 10 in.; billet head. Reg. Oct. 11, 1832. John N. Cushing, Henry Johnson, owners; Timothy Young, master. Reg. Feb. 29, 1848. John N. Cushing, jr., John N. Cushing, Henry Johnson, Nicholas Johnson, owners; Rufus Herman, master.

JAMES COOK, ship, 291 tons; built Salisbury, 1807; length, 94 ft. 4 in.; breadth, 26 ft. 7 in.; depth, 13 ft. 3½ in.;

figure head, a man. Reg. Apr. 28, 1807. Zebadee Cook and William Cook, owners; Charles Cook, jr., master.

JAMES GRAY, brig, 299 tons; built Newbury, 1842; length, 115 ft. 3 in.; breadth, 23 ft. 9 in.; depth, 11 ft. 10½ in.; billet head. Reg. July 14, 1842. John N. Cushing, owner; Frederick W. Carter, master. Reg. Oct. 21, 1851. John N. Cushing, Caleb Cushing, William Cushing, owners; J. W. Plumer, master.

JANE, sch., 75 tons; built Exeter, N. H., 1785; length, 60 ft. 8 in.; breadth, 18 ft.; depth, 8 ft. Reg. Mar. 30, 1795. John Balch, Jonathan Gage, owners; Aaron Deall, master. Reg. Oct. 6, 1796; 80 tons. Jacob Brown, Joseph Patch, owners; Joseph Patch, master. Reg. Sept. 13, 1797. Jacob Brown, Joseph Patch, owners; Joseph Patch, master. Reg. Jan. 21, 1801. Ebenezer Sumner, Jacob Brown, Joseph Patch, owners; Joseph Patch, master. Reg. Oct. 28, 1801. Ebenezer Sumner, John Balch, Francis Little, owners; Richard Nowell, master.

JANE, sloop, 60 tons; built Rochester, 1793; length, 53 ft.; breadth, 17 ft.; depth, 7 ft. 9 in. Reg. May 13, 1801. Nathan Long of Amesbury, owner; William Chase, master. Reg. Apr. 1, 1803. Nathan Long of Amesbury, owner; Benjamin Bachelor, master. Reg. Mar. 6, 1805. Isaac Tenney, Robert Ober, both of Georgetown, owners; Nathaniel Stanwood, master.

JANE, sch., 60 tons; built Newbury, 1804; length, 57 ft. 1 in.; breadth, 16 ft. 6 in.; depth, 7 ft. 4 in. Reg. June 8, 1804. Henry Peirce of Newbury, Jonathan Peirce, owners; Dudley Sargeant, master. Reg. Dec. 20, 1805. Robert Elwell of Gloucester, owner; Robert Elwell, master.

JANE, sch., 99 tons; built Newbury, 1804; length, 71 ft.; breadth, 20 ft. 8 in.; depth, 7 ft. 9¾ in. Reg. Dec. 24, 1804. David Dole, jr., of Newbury, Eleazur Johnson, jr., owners; Moses Knight, master. Reg. Dec. 31, 1805. John Woodbury of Gloucester, David Dole, jr., of Newbury, Caleb Woodbury, owners; Caleb Woodbury, master. Reg. May 30, 1810. John Boardman, John Peabody, owners; John Taylor, master.

JANE, pink stern sch., 33 tons; built Rowley, 1816; length, 46 ft. 8 in.; breadth, 13 ft. 4 in.; depth, 6 ft. 2 in. Reg. Mar. 11, 1829. Lowell Brown of Hampton Falls, N. H., owner; Lowell Brown, master. Reg. Mar. 14, 1837. Dominicus J. Prout, John W. Prout, both of Scarborough, Me., owners; Dominicus J. Prout, master.

JANUS, ship, 247 tons; built Salisbury, 1789; length, 87

ft. 6 in.; breadth, 25 ft. 6 in.; depth, 12 ft. 9 in.; billet head. Reg. Mar. 1, 1790. William Bartlet, owner; John Holland, master.

JANUS, ship, 243 tons; built Amesbury, 1805; length, 91 ft. 9 in.; breadth, 24 ft. 6 in.; depth, 12 ft. 3 in. Reg. May 19, 1806. William Bartlet, owner; Richard Hoyt, master.

JASON, bgtne., 118 tons; built Amesbury, 1795; length, 70 ft. 2 in.; breadth, 20 ft. 3 in.; depth, 9 ft. 7 in. Reg. Sept. 26, 1795. Gorham Parsons, Eben Parsons, Edward Pribble, of Boston, owners; Edward Pribble, master.

JASON, ship, 160 tons; built Salisbury, 1800; length, 78 ft. 4 in.; breadth, 23 ft. 5 in.; depth, 10 ft. 2 in.; figure head, man. Reg. Oct. 25, 1800. Ebenezer Parlay, Daniel Webster, Daniel Webster, jr., all of Salisbury, David Lowell, Willoughby Hoyt, both of Amesbury, owners; Ebenezer Parlay, master.

JAVA, ship, 538 tons; built Newbury, 1844; length, 136 ft. 6 in.; breadth, 29 ft. 4 in.; depth, 14 ft. 8 in.; billet head. Reg. Sept. 9, 1844. George S. Perry, Thomas S. Perry of New York, owners; George S. Perry, master.

JEFFERSON, brig, 137 tons; built Newburyport, 1801; length, 70 ft. 4 in.; breadth, 22 ft.; depth, 10 ft. 5 in. Reg. Aug. 31, 1804. James Horton, Abel Bartlet, owners; Daniel Knight, master. Reg. Sept. 10, 1805. James Horton, Abel Bartlet, William Lawson, owners; William Lawson, master.

JEFFERSON, pink stern sch., 20 tons; built Ipswich, 1803; length, 36 ft. 9 in.; breadth, 11 ft. 1½ in.; depth, 5 ft. 8½ in. Reg. July 21, 1828. Samuel Lunt, jr., of Newbury, owner; Daniel Tilton, master. Reg. Feb. 28, 1829. Lowell Brown of Hampton Falls, N. H., owner; Lowell Brown, master.

JEHU, elliptic stern barque, 334 tons; built Newburyport, 1859.; length, 121 ft. 1¼ in.; breadth, 26 ft. 3 in.; depth, 11 ft. 6 in.; figure head, man. Reg. Dec. 2, 1859. Daniel Draper, William P. Draper, both of Boston, of Daniel Draper & Son, owners; Josephus Dawes, master.

JEW, sch., 89 tons; built Chatham, 1826; length, 63 ft. 11 in.; breadth, 19 ft. 10 in.; depth, 8 ft. 3 in.; billet head. Reg. Oct. 29, 1853. Warren D. Turner, James M. Brookings, both of Pittston, Me., owners; Peter Waitt, master.

JOANNA, sch., 88 tons; built Haverhill, 1793; length, 63 ft. 6 in.; breadth, 19 ft.; depth, 8 ft. 6½ in. Reg. June 8,

1793. Henry West of Haverhill, owner; John Goodwin, master.

JOANNA, brig, 121 tons; built Newbury, 1799; length, 67 ft. 2 in.; breadth, 20 ft. 9 in.; depth, 10 ft. 2 in. Reg. Nov. 12, 1799. Joseph Sevier, owner; Joseph Sevier, master. Reg. Feb. 16, 1804. Joseph Sevier, owner; Jeremiah Blanchard, Moses Wells, masters. Reg. Dec. 14, 1805. Joseph Sevier, owner; Jeremiah Blanchard, master. Reg. Apr. 18, 1809. Alexander Caldwell, William Caldwell, jr., Abner Caldwell, owners; Robert Merrill, master. Reg. Nov. 15, 1809. Alexander Caldwell, William Caldwell, jr., Abner Caldwell, owners; Abraham Somerby, master. Reg. Nov. 26, 1810. Alexander Caldwell, William Caldwell, jr., Abner Caldwell, owners; William Caldwell, jr., master. Reg. May 5, 1815; bgtne., 144 tons. Alexander Caldwell, Abner Caldwell, owners; James Clarkson, master. Reg. Nov. 8, 1815. Alexander Caldwell, Alexander Richards, Abner Caldwell, owners; Alexander Richards, master.

JOHN, bgtne., 140 tons; built Newmarket, N. H., 1784; length, 68 ft. 5 in.; breadth, 22 ft.; depth, 11 ft. Reg. Nov. 4, 1789. John Pettingall, Leonard Smith, owners; John Wells, master.

JOHN, sch., 90 tons; built Newbury, 1788; length, 64 ft. 11 in.; breadth, 20 ft. 9 in.; depth, 7 ft. 10 in. Reg. Nov. 11, 1789. Moses Brown, owner; William Wyer, master. Reg. July 9, 1794. Moses Brown, owner; Elijah Mahew, master. Reg. June 26, 1795. Phillip Spaulding of Wilmington, N. C., owner; Elijah Mayhew, master.

JOHN, ship, 204 tons; built Newbury, 1792; length, 81 ft. 9 in.; breadth, 24 ft.; depth, 12 ft. Reg. Nov. 16, 1792. Jeremiah Kahler of Boston, owner; William Whitwell, master.

JOHN, ship, 490 tons; built Newbury, 1792; length, 112 ft. 10 in.; breadth, 31 ft. 6 in.; depth, 15 ft. 9 in.; figure head, man. Reg. Feb. 8, 1793. Benjamin Joy of Boston, owner; Robert Folger, master.

JOHN, ship, 175 tons; built Salisbury, 1794; length, 75 ft. 8 in.; breadth, 23 ft. 2½ in.; depth, 11 ft. 7¼ in. Reg. Mar. 5, 1795. William Gray, jr., of Salem, owner; Benjamin Davison, master.

JOHN, brig, 106 tons; built Amesbury, 1797; length, 72 ft. 4 in.; breadth, 21 ft. 10 in.; depth, 7 ft. 10 in. Reg. May 22, 1799. John Pearson, jr., owner; Anthony Knap, master. Reg. Nov. 18, 1799; 150 tons. John Pearson, jr., owner; Nathaniel Nowell, master.

JOHN, sch., 69 tons; built Salisbury, 1798; length, 61 ft. 10 in.; breadth, 17 ft. 11 in.; depth, 7 ft. 3 in. Reg. July 20, 1798. Nathaniel Ring, Ephraim Eastman, both of Salisbury, Jonathan Morrill of Amesbury, owners; Nathaniel Ring, master.

JOHN, sch., 95 tons; built Salisbury, 1800; length, 69 ft. 5 in.; breadth, 21 ft. $\frac{1}{2}$ in.; depth, 7 ft. 7 in. Reg. Dec. 18, 1800. John Pilsbury, Samuel French, jr., Jacob Morrill, jr., and James Locke, both of Salisbury, owners; Henry Furlong, master. Reg. Jan. 20, 1803. William Davis, Ropes Wheeler, owners; William Davis, master. Reg. Dec. 6, 1804. William Davis, owner; Richard Williams, master. Reg. Dec. 10, 1811. John Pearson, George Campbell, owners; George Campbell, master. Reg. May 7, 1810. William Davis, owner; James Gibson, master. Reg. June 9, 1809. William Davis, owner; Daniel Dennis, master. Reg. Dec. 31, 1806. John Pearson, William Davis, owners; Matthew P. Dole, master. Reg. Dec. 26, 1807. William Davis, owner; Robert Merrill, master.

JOHN, brig, 158 tons; built Bath, 1802; length, 76 ft.; breadth, 23 ft. $8\frac{3}{4}$ in.; depth, 10 ft. $3\frac{1}{2}$ in. Reg. Sept. 3, 1802. John Pearson, owner; Charles Walker, master. Reg. Jan. 13, 1804. John Pearson, owner; Matthew P. Dole, master.

JOHN, brig, 167 tons; built Newbury, 1802; length, 77 ft.; breadth, 22 ft. $3\frac{1}{2}$ in.; depth, 11 ft. $1\frac{3}{4}$ in. Reg. Oct. 8, 1802. Samuel Coffin, owner; Joseph Lunt, master. Reg. June 1, 1804. Samuel Coffin, owner; Thomas Witham, master.

JOHN, sch., 85 tons; built Salisbury, 1807; length, 64 ft. 1 in.; breadth, 20 ft.; depth, 7 ft. 10 in. Reg. June 2, 1807. Nathaniel Ring of Salisbury, owner; John Bagley, master. Reg. Oct. 20, 1809. John Coombs, Philip Coombs, owners; Enoch Haskell, master. Reg. Nov. 19, 1810. John Coombs, Philip Coombs, owners; Eliphalet Woodbury, master.

JOHN, brig, 117 tons; built Amesbury, 1807; length, 75 ft. 6 in.; breadth, 22 ft.; depth, 8 ft. 2 in. Reg. Dec. 15, 1807. William Worthin, Elijah Huntington, David Clough, Ephraim Goodwin, Stephen Sargent, all of Amesbury, owners; Caleb L. Bradley, master. Reg. Dec. 8, 1809. Ignatius Haskell of Deer Isle, Solomon Haskell of Newbury, Solomon H. Currier, owners; Edward Currier, master.

JOHN, sch., 86 tons; built Newbury, 1815; length, 59 ft. 9 in.; breadth, 18 ft. $7\frac{1}{4}$ in.; depth, 9 ft. 1 in.; billet head.

Reg. Sept. 7, 1815. Phillip Coombs of Newburyport, George Campbell, John Coombs, both of Newbury, owners; George Campbell, master. Reg. June 24, 1819. John Coombs of Newbury, Philip Coombs, Lawrence Brown, owners; Lawrence Brown, master. Reg. July 19, 1821. John Coombs of Newbury, Philip Coombs, Lawrence Brown, both of Newburyport, owners; Lawrence Brown, master. Reg. Nov. 12, 1825. Philip Coombs, John Coombs of Newbury, owners; Robert Follansbee, master.

JOHN, pink stern sch., 40 tons; built Newburyport, 1819; length, 49 ft. 7 in.; breadth, 13 ft. 10 in.; depth, 6 ft. 9 in. Reg. May 5, 1829. Samuel March of Salisbury, John Moody, Sarah Cook, jr., owners; William Pritchard, master. Reg. May 26, 1840. John C. Brown of Belfast, Me., owner; John C. Brown, master.

JOHN, sch., 23 tons; built Newburyport, 1828; length, 38 ft. 8 in.; breadth, 12 ft. 5 in.; depth, 5 ft. 10 in. Reg. July 9, 1828. Joseph Picket of Salisbury, owner; Moses Brown, master.

JOHN AND GEORGE, sch., 99 tons; built Salisbury, 1815; length, 67 ft.; breadth, 18 ft. 10 in.; depth, 9 ft. $\frac{1}{2}$ in. Reg. May 5, 1836. Nathaniel Ramsdell, Joseph W. Green, both of Marblehead, owners; Nathaniel Ramsdell, master.

JOHN AND MARTHA, ship, 190 tons; built Amesbury, 1794; length, 78 ft. 8 in.; breadth, 24 ft. 1 in.; depth, 12 ft. $\frac{1}{2}$ in. Reg. Sept. 16, 1794. John Wells, owner; Richard Adams, master.

JOHN CURRIER, ship, 696 tons; built Newbury, 1846; length, 151 ft.; breadth, 31 ft. 8 in.; depth, 15 ft. 10 in.; billet head. Reg. Jan. 28, 1847. John Currier, Joseph J. Knapp, both of Newbury, Thomas Buntin, Samuel Stevens, owners; Samuel Knapp, master.

JOHN CASKIE, barque, 348 tons; built Newbury, 1842; length, 113 ft. 8 in.; breadth, 26 ft.; depth, 13 ft.; billet head. Reg. April 9, [1842]. Thomas Cheever of Danvers, Aaron B. Adams and Philip Johnson, George W. Hale and Mark Symons, Richard Fowler, Charles Currier, Timothy Young, owners; Timothy Young, master.

JOHN GEORGE, sch., 87 tons; built Salisbury, 1815; length, 65 ft. 7 in.; breadth, 19 ft. 1 in.; depth, 8 ft. 1 in. Reg. Nov. 23, 1815. Francis Stevens of Marblehead, owner; Francis Stevens, master.

JOHN HOWARD, pink stern sch., 54 tons; built Newburyport, 1819; length, 58 ft. 2 in.; breadth, 16 ft. $\frac{1}{2}$ in.; depth,

6 ft. 7½ in. Reg. Apr. 18, 1828. Thomas M. Clark, Stephen W. Marston, Peter Post, Ebenezer Post, owners; Ebenezer Post, master.

. JOHN LONDON, sch., 128 tons; built Salisbury, 1816; length, 73 ft. 7 in.; breadth, 21 ft. 8½ in.; depth, 9 ft. 3 in. Reg. Sept. 13, 1816. John Newman, Aaron Lazarus of Wilmington, N. C., owners; John Newman, master.

JOHN MURRAY, sch., 108 tons; built Castine, Me., 1838; length, 77 ft. 2 in.; breadth, 21 ft.; depth, 7 ft. 10 in.; billet head. Reg. Oct. 2, 1847. Richard Dodge of Hampton Falls, N. H., Stephen N. Chase of Seabrook, N. H., Joseph Bartlett, owners; Charles F. Smith, master.

JOHN N. CUSHING, ship, 632 tons; built Newburyport, 1853; length, 146 ft. 10 in.; breadth, 30 ft. 7 in.; depth, 15 ft. 3½ in.; billet head. Reg. Sept. 14, 1853. Thomas Pritchard, John N. Cushing, William Cushing, Henry Johnson, Nicholas Johnson, owners; Jacob W. Plumer, master.

JOHN PORTER, elliptic stern ship, 997 tons; built Newburyport, 1859; length, 173 ft.; breadth, 35 ft. 4 in.; depth, 17 ft. 8 in.; billet head. Reg. Mar. 5, 1859. Daniel Knight, John Porter, John Currier, jr., Moses E. Hale, owners; Daniel Knight, master.

JOHN R. KIDDY, ship, 980 tons; built Newbury, 1844; length, 173 ft.; breadth, 35 ft.; depth, 17 ft. 6 in.; figure head, a man. Reg. Oct. 15, 1844. William Picket of Newbury, Donald McKay of Newburyport, William S. Kiddy, Francis S. Kiddy, both of New York, owners; William S. Kiddy, master.

JOHN S. BRYAN, sch., 98 tons; built Plymouth, N. C., 1826-27; length, 72 ft.; breadth, 21 ft. ½ in.; depth, 7 ft. 6 in.; billet head. Reg. Aug. 10, 1832. Edmund Swett, owner; John T. Haskins, master.

JOHN W. COFFIN, barque, 218 tons; built Cherryfield, Me., 1847; length, 96 ft.; breadth, 25 ft.; depth, 10 ft. 3 in.; billet head. Reg. May 19, 1848. John W. Coffin of Cherryfield, Me., Benjamin P. Dow, Charles H. Coffin, William C. Varina, owners; Nicholas Varina, master.

JOHN W. DODGE, sch., 117 tons; built Salisbury, 1846; length, 77 ft. 5 in.; breadth, 20 ft. 3 in.; depth, 8 ft. 5 in.; figure head, a man. Reg. Sept. 26, 1846. Isaac H. Boardman of Newburyport, Richard Dodge of Hampton Falls, N. H., James Sanborn, jr., of Seabrook, N. H., owners; Albert Cheever, master. Reg. Sept. 23, 1847. Richard

Dodge of Hampton Falls, N. H., James Sanborn of Seabrook, N. H., Benjamin P. Dow, owners; Paul Thurlo, master. Reg. Mar. 20, 1850. Richard Dodge of Hampton Falls, N. H., James Sanborn of Seabrook, N. H., Benjamin P. Dow, owners; Ebenezer Ames, master. Reg. Nov. 21, 1848. Richard Dodge of Hampton Falls, N. H., James Sanborn of Seabrook, N. H., Benjamin P. Dow, owners; Paul Thurlo, master. Reg. Oct. 14, 1857. Richard Dodge of Hampton Falls, N. H., James Sanborn of Seabrook, N. H., Benjamin P. Dow, owners; Michael Daly, master.

JOHN WILLS, ship, 833 tons; built Newburyport, 1856; length, 165 ft. 3 in.; breadth, 33 ft.; depth, 16 ft. 6 in.; billet head. Reg. Jan. 23, 1856. Augustine Wills of Boston, Charles Wills, owners; Charles Ward, master.

JOSEPH, sch., 57 tons; built Newbury, 1788; length, 59 ft. 5 in.; breadth, 16 ft. 3 in.; depth, 6 ft. 9 in. Reg. Apr. 11, 1791. David Dole of Newbury, owner; Moses Gerrish, master. Reg. Mar. 13, 1792. David Dole, Joseph Kent, Paul Plummer, all of Newbury, owners; Moses Gerrish, master.

JOSEPH, bgtne., 137 tons; built Amesbury, 1795; length, 69 ft. 9 in.; breadth, 21 ft. 4½ in.; depth, 10 ft. 8¼ in. Reg. Jan. 12, 1796. Joseph Hoyt of Amesbury, owner; Bailey Chase, master.

JOSEPH, sch., 47 tons; built Cohasset, 1795; length 54 ft.; breadth, 16 ft. 2 in.; depth, 6 ft. 4 in. Reg. Nov. 9, 1799. Lawrence Spitzenfield of Salisbury, owner; Gee Colby, master. Reg. June 16, 1801. Ralph C. Flanders, Joseph Flanders, both of Salisbury, Richard Greenleaf, owners; Ralph C. Flanders, master. Reg. Oct. 29, 1802. Caleb Woodbury, owner; James Bradbury, master.

JOSEPH, brig, 146 tons; built Newbury, 1797; length, 79 ft. 6 in.; breadth, 22 ft. 2½ in.; depth, 9 ft. 5½ in. Reg. Sept. 9, 1797. Gorham Parsons of Boston, owner; Alexander Ross, jr., master.

JOSEPH, sch., 78 tons; built Newbury, 1801; length, 63 ft. 8 in.; breadth, 18 ft. 1½ in.; depth, 7 ft. 10 in. Reg. Feb. 27, 1801. Nicholas Bartlet of Marblehead, owner; George Tucker, jr., master.

JOSEPH, ship, 290 tons; built Falmouth, 1803; length, 97 ft. 2 in.; breadth, 26 ft.; depth, 13 ft. Reg. Nov. 1, 1811. Jeremiah Nelson and Francis Todd, Enoch Choate, owners; Enoch Choate, master.

(To be continued.)

BOOK REVIEWS.

THE FIRST YEAR OF THE AMERICAN REVOLUTION. By Allen French. 1934. 790 pp., octavo, cloth, maps. Boston and New York: Houghton, Mifflin Company. Price, \$6.00.

Mr. Allen French, long an authority on the early months of the American Revolution, has given us, in this latest book, a tremendously detailed account of the first year of the struggle for independence. Not only is it rich in historical facts, properly documented, but it is easy and delightful reading. The author has spent eight years accumulating material in this country and has made four trips to England in search of public and private records and diaries bearing on his subject. He has sifted all the evidence, discarding much of the traditional, and has produced a truly remarkable volume which cannot fail to be considered a standard work for years to come. More than a century and a half removed as we now are from the events of 1775, Mr. French views, in retrospect, the acts of both American and British in a fair and impartial manner, neither condoning those of the former, nor censuring those of the latter, as has been the practice of many earlier historians. His chapters on both armies are enlightening, especially the American, in which, after the first days of the Minute-men, enlistments were slow. So many events were crowded into this first year—not only Lexington and Bunker Hill, but the capture of Ticonderoga, Arnold and the march to Quebec, and the Siege of Boston. Mr. French gives a vivid picture of civilian life as well as military, nor does he omit the reactions of the English statesmen and people to the war. Much of his material appears in print for the first time. He contends that the Revolution was based on the insistence for local self-government, and not entered into for economic reasons—that the complaint against the British laws controlling commerce and navigation was not sufficiently vehement to lead to war. The index leaves something to be desired; however students of the period will read the book from cover to cover with profit and pleasure. Locally we learn that Marblehead, Salem and Newbury sent from their scanty store of powder contributions to the Maine coast towns; that supplies for Gage's army were "stopt by violence" by vessels at Salem and Marblehead; that ships were

stationed at Newport, Marblehead and Portsmouth, to confiscate everything possible for the British, according to the Gage manuscripts; that in response to appeals for money to pay the soldiers, a gentleman from Salem offered to lend the Province £500, at 6 per cent, redeemable in 1777, but it was found impossible to raise a sufficient amount in this way, and the officials were obliged to resort to paper money. Mr. French gives the most comprehensive account of the much disputed question of Israel Putnam's part in the Battle of Bunker Hill that has ever been printed. He gives full credit to this doughty old soldier, who "led, but did not plan." Appendices give additional facts and an exhaustive bibliography shows the author's chief sources of information. Rare maps also are reproduced.

SOUTH STREET, A MARITIME HISTORY OF NEW YORK. By Richard C. McKay. 1934. 460 pp., octavo, cloth, illus. New York: G. P. Putnam's Sons. Price, \$5.00.

We are indebted to the grandson of Donald McKay for another interesting volume of sea history. South Street was the center of shipping activity in old New York, and the author tells the story from the beginning, just after the American Revolution, to the present day. He traces the shipping industry through the era of the packet, shortly after the War of 1812, and the glorious years of the clipper ship period, with accounts of the great merchants of those days. There are stories of slavers and their mysterious excursions to Africa; there are tales of longshoremen, of shanghaiing, and something about the iniquitous sailors' boarding-houses. New England and particularly Salem should have a vital interest in this new book, for New York drew largely from this part of the country for seasoned sailors and ship builders, and many merchants in the vicinity of Salem and Boston, during the first quarter of the nineteenth century forsook Massachusetts for the wider opportunities offered in the great metropolis. Jonathan Goodhue, the Lows, Howlands and Griswolds, are only a few of a long list from "Down East" that Mr. McKay brings into his narrative. Those merchants who had "Down East" connections did the largest business. The fine illustrations are a most interesting feature of the book, there being nearly fifty, including portraits of merchants, vessels, and views of the New York wharves. Twenty-eight house flags, reproduced in color, provide the frontispiece, and an appendix

lists all New York merchants of 1852, the piers of 1817, and wharves on the East River in 1853. A book to interest all lovers of early shipping history.

ST. PAUL'S SCHOOL, 1855-1934. By Arthur Stanwood Pier. With an Appendix by William W. Flint. 1934. 385 pp., octavo, cloth, illus. New York: Charles Scribner's Sons. Price, \$3.50.

In 1856, Henry Augustus Coit, young and austere clergyman, was called upon to begin "The adventure in education" which Arthur Stanwood Pier describes in his history of St. Paul's School. In this first year, the school consisted of the rector, his young bride, and three pupils. Mr. Pier tells in a decidedly readable style of the first difficult years, of the masters, the boys, the studies, and the sports. He carries the record through and beyond the experimental processes up to the present, when St. Paul's of Concord, N. H., is recognized as one of the most successful and most imitated of boys' schools in this country. Much of the story is concerned with the life of its first rector, as well it should be. George Harvey Genzmer described Henry Coit's power quite adequately when he said, "St. Paul's School was his lengthened shadow."

The book ends in a note of appeal to the present and future masters and boys of St. Paul's: "To reconcile the satisfactory development and fulfillment of individuality with the efficient organization of society is the most difficult task confronting civilization. Can that task, in miniature, be accomplished at St. Paul's?"

A volume not only for every alumnus of St. Paul's, but one to be read and undeniably found enjoyable and worthwhile by all interested in the history and development of education in the United States.

AMERICAN BALLADS AND FOLK SONGS. Collected and compiled by John A. Lomax and Alan Lomax. With a foreword by George Lyman Kittredge. 1934. 625 pp., octavo, cloth. New York: The Macmillan Company. Price, \$5.00.

While in college, Mr. John A. Lomax presented his collection of cowboy songs to an English professor and "was told politely that they had no value." He was later to discover that these cowboy songs, with many other ballads and folk songs that he had since gleaned, were of the utmost

importance. Here, in one fat volume, is the result of Mr. Lomax's search through the years.

Divided into groups are robust songs of whiskey and white desperados, jazz songs and reels, minstrel songs and songs of childhood, and many more all equally successful in depicting the American scene of remote regions of the present and the past. The range is great. Ballads included are as entirely different from each other as the quaintly charming *Down in the Valley* and that song of suddenly renewed popularity *The Man on the Flying Trapeze*, or the amusing *Ye Ballade of Ivan Petrovsky Skevar*.

The Lomaxes, father and son, have gathered here a remarkably representative group of songs, many of which have musical scores. The book is an excellent reference work, with a brief foreword by George Lyman Kittredge of Harvard University, and a very full bibliography. The American people, the average readers as well as the scholars, should feel deeply indebted to John A. and Alan Lomax for this volume.

HARVARD HEROICS. A Collection of Eighteenth Century Verse Descriptions of Harvard College. Compiled by Robert Arnold Aubin. 1934. 29 pp., small octavo. Cambridge, Massachusetts: Harvard University Press.

Here, in this very slim brochure are, as Mr. Aubin remarks in his preface, "a few relics from the meager corpus of eighteenth century Harvard poetry." Mr. Aubin has searched through early New England periodicals and books to find these poetic descriptions of the youthful Harvard. The verses serve in showing all too well the vast differences between college life in Cambridge of the colonial period and that of today. The poem on "The Close of the Week at College" seems to portray a distinctly changed picture from the round of dances, dinners, football games, and such frivolities of the twentieth century. Here is one stanza:

"In friendly groups the students sit
Around the social fire;
While pleasant tales and harmless wit
Their hearts with mirth inspire."

The college, its surroundings and activities, its manners and customs, all furnished material for the versifier. Once more we find "New England's 'dust-heap of tenebrous eld'" proving faithful.

EDWARD ATKINSON, THE BIOGRAPHY OF AN AMERICAN LIBERAL, 1827-1905. By Harold Francis Williamson, with Introduction by F. W. Taussig. 1934. 304 pp., octavo, cloth, illustrated. Boston: Old Corner Book Store, Inc.

Edward Atkinson of Boston was a conspicuous figure in the business life of the nineteenth century. As cotton manufacturer, fire insurance executive, and friend of the New South, he was widely known in the early days and, in the later years, as a writer, tariff reformer, sound money agitator, anti-imperialist, statistician, economist and inventor. He was a voluminous writer; the spirit of the reformer was strong in him, and he worked vigorously throughout his life for the principles which he espoused. Mr. Williamson has gone to original sources for his material, especially Mr. Atkinson's correspondence, which was kept intact from 1855 to 1905, and has proved a mine of information. A worthwhile biography of an outstanding nineteenth century character. A genealogical chart of the Atkinson and allied families, which were for the most part of Newbury in Essex County, is included as an appendix.

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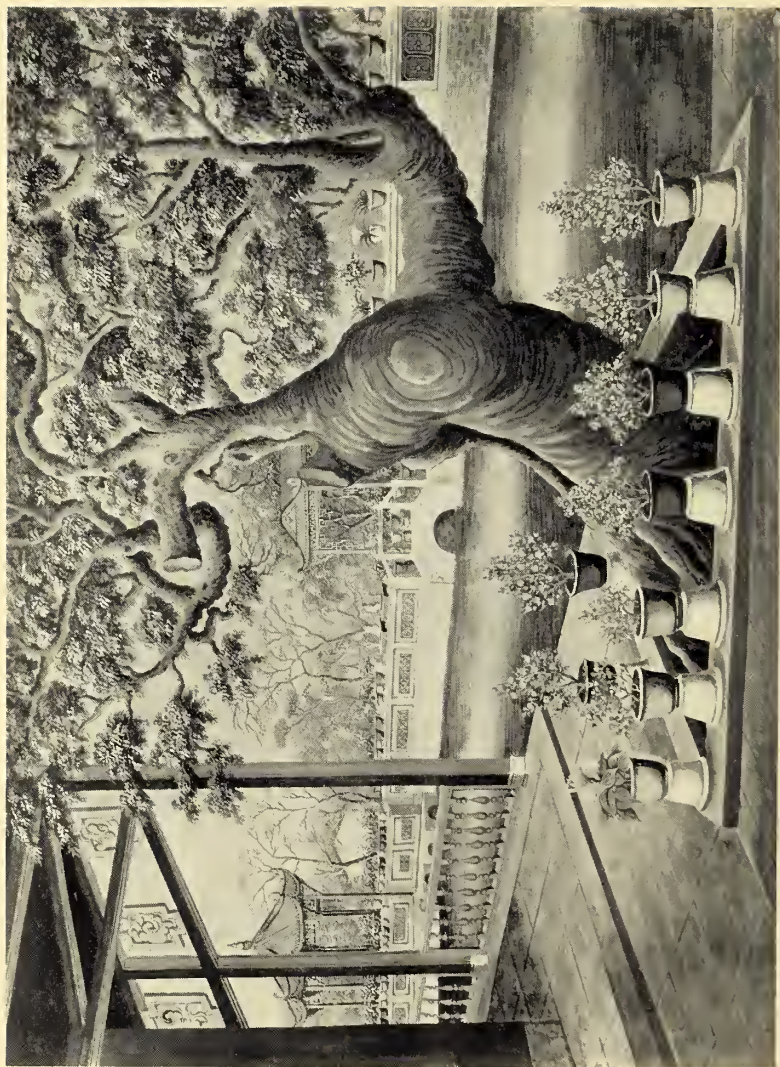
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ESSEX INSTITUTE

HISTORICAL COLLECTIONS

VOL. LXXI

APRIL, 1935

No. 2

AN OLD MANDARIN HOME.

CONTRIBUTED BY LAWRENCE WATERS JENKINS.

Bryant Parrott Tilden, whose account of the home of a wealthy Chinese Mandarin merchant is to follow, was the son of Captain Joseph and Sarah Tilden of Boston, where he was born on July 24, 1781. When not yet twelve years of age, he sailed on board the ship *Eliza*, of which his father was master, for Charleston, Cadiz and Bordeaux, and at the latter place remained at school for three years. While returning home in the brig *Three Friends*, he was captured, when in sight of Cape Ann, on July 4, 1796, by a small Bermudan schooner, and sent to St. Georges, where he was detained for several weeks, finally arriving home in a Beverly fishing schooner.

At the age of twenty, his father having died, he made a voyage to the Mediterranean in the brig *Lydia Head*, as supercargo for Head & Amory of Boston, which was followed by two other voyages to the same region. In the year 1815, the war with England having recently ended, Tilden sailed as supercargo on a voyage to China in the ship *Canton*, owned by Messrs. Benjamin Rich, John Bellows, Nathan Appleton and Daniel P. Parker of Boston, and commanded by Isaac Hinkley.

During this and succeeding voyages, of which seven were to China and three to the Mediterranean, all between the years 1815 and 1837, Tilden kept journals amounting to some 1800 closely written pages. He described manners, customs and events as he saw them in such widely scattered cities as Canton, Manila, Batavia, Rio de Janeiro, Trieste, Smyrna and Vienna. He was a careful observer and an easy writer, and it is to be regretted that he had not commenced his journals in 1801 at the

time he first arrived in France as a supercargo, since he no doubt must have seen and heard much of interest regarding the rise of Napoleon to the throne of France.

The ship *Canton* sailed from Long Wharf, Boston, on the 26th of April, 1815, and on the 22nd of May was boarded by H. B. M. ship *Duncan*. Fortunately, Tilden had taken the precaution to procure copies of the Peace declaration, attested by the British Consular Agent at Boston, so the *Canton* was allowed to proceed. They had a commonplace run through squalls and calms, with the usual sights in Tropic seas, as he says, "With the gracefully flying but greedy albatross, the pretty speckled Cape pigeons and the pretty, nimble flying-fishes"; then some four thousand miles under close-reefed canvas or almost bare masts, until finally Java Head, at the entrance to the Straits of Sunda, appeared, when the vessel was surrounded by proas and log canoes filled with dirty and almost naked natives, from whom turtles, poultry, vegetables and fruit were purchased for the ship's larder, while the sailors bought monkeys, parrots and many other beautiful birds.

From here, progress was slow through the Malay and China seas, as it was almost the time of the change from the southwest to the northeast monsoon, when the weather alternates between calms and squalls, heat and rain. Finally, on the 28th of August, the long-looked-for China Coast appeared and a long passage of 124 days was ended.

At Macao a pilot was secured, as foreign vessels were not allowed to proceed up the Canton river to Whampoa anchorage without a river pilot. The trip up the river was full of interest, as they sailed slowly along, passing many sampans or small river boats, fishing boats, large trading junks and armed Mandarin warboats ornamented with streamers and spears and mounting a long bow gun; while the shore was lined with rice fields, full of industrious natives, mostly women, and the hillsides of the promontories were bristling with stone forts from shore to summit. Pagodas rose here and there, adding to the diversity of the scenery. The final stage of the voyage, from Whampoa to Canton, some fifteen miles, was made in the ship's boat, while the cargo had to be lightered up to the city.

Canton proper was a very old, walled city, and foreigners were not allowed to visit it unless accompanied by a linguist, or interpreter, and even then one was sometimes subjected to such indignities as being cursed at or even stoned.

The foreign factories, or warehouses, occupied a narrow strip of land between the city wall and the river. Here the foreign companies rented buildings from the Chinese merchants, having their warehouses on the first floor and their living quarters on the second. The only recreation of foreigners was a promenade in front of the factories after dinner, a stroll in the temple grounds at Honam across the river, or a picnic in a temple garden some distance up the river; the latter could only be made on one day a week and then only if accompanied by a native who was held responsible for their behavior. Foreign women were not allowed in Canton and many of the American and English residents passed their vacations, during the off season for trade, at Macao, a Portuguese possession and a sort of Monte Carlo.

Foreigners, resident or transient, could not transact business until some member of the Co-Hong, or Company, consisting of twelve Mandarin merchants, had become security for the payment of all duties and for the good conduct of foreigners while within the limits of the Celestial Empire. These Hong merchants were the only Chinese who were allowed to entertain foreigners at their family residences.

Paunkeiqua and Houqua had alternately, for several years, been the head of the Hong and had acted as security for a large part of the foreign shipping. They were particularly popular with Americans. Their beautiful estates, each some five acres in extent, were situated across the river on either side of the Honam temple and were surrounded by walls of stone and sun-dried brick, topped with broken glassware.

Paunkeiqua, born in 1755, was the oldest partner in the Hong and was a Mandarin of high rank. He was greatly esteemed as a man of letters, a title which, both at Canton and at Peking, ranks highest among the various orders of Mandarins and, although very dignified in his deportment, was affable and pleased with the company of

intelligent foreigners. He was inquisitive as to all countries outside of China and, quite unlike most of his countrymen, conversed openly and freely upon religious and other subjects. In 1819 he was made a member of the Massachusetts Agricultural Society. His family and his Canton and Honam estates were very ancient. He died in 1824, leaving an estate valued at taels 7,000,000, or nearly \$10,000,000.

Through letters of introduction and Boston friends located at Canton, Tilden soon became well acquainted with business life there, as well as with the principal Chinese merchants. The following is taken from his journal:—

“Owing to business transactions, I have become quite acquainted with the venerated & highly respected Hong merchant Paunkeiqua, who has honored me with marked attention several times. Not many years ago he paid a large sum (said to be \$500,000) for the privilege of retiring from all commercial concerns. But on the accession of a new Provincial Vice Roy, and the company of Hong merchants having trouble with the government, he was ordered to resume his former station as Chief of the Co-Hong. Houqua & Paunkeiqua have ever since alternately held this highly important & responsible office, both being rich & efficient characters; who, if money is needed by Higher Powers, they must pay, or as it is here termed, submit to be politely squeezed. By way of illustration, the elder brother of Washing, who is very rich & too wise or cunning to covet the honor of becoming a hong merchant, said to me one day: ‘Suppose dat king man (viceroy) sometimes want for hab too much plenty dollars dat lich Hong merchant so fashion must make pay to he chop! chop! dilectly—Ayah! so fashion hab old cussom (custom), no man can make changee.’ That’s to say, if the Vice Roy is squeezed by the Imperial government, he squeezes all under himself, and whenever he is in want of cash, he *must* and *will* have it.

“Paunkeiqua ranks very high at Pekin as a Mandarin of Letters, an honorary title esteemed throughout the Empire as above the Military and other subordinate titled orders of mandarins. Literary acquirements, as in his case, are rewarded at certain periods, either by promotion

or by other higher honors conferred by the Emperor; as for instance, three lofty 'chop poles' or masts are erected in front of his residence at Honam, with tops or stagings two thirds the way up, on which the Imperial flags and streamers are hoisted & seen flying on certain festival days, which honorable insignia were granted him by orders from the court at Peking as a reward for his having written at different periods the three best essays in answer to literary questions proposed by the Imperial College, so I am told. On one fine day I was unexpectedly honored with an invitation to pass a few hours with him *alone* at his Honam family home, where we might freely converse together and in part see his household establishment and children and above all his own private library & study rooms. The old gentleman sent for me at ten o'clock, when we crossed the river together in one of his stylishly-manned mandarin boats.

"On entering his premises, 'This time,' said he, 'I introduce you as a friend' (my flinde) and we were soon surrounded by a large number of his own and grand children in the gardens, who were permitted to come out to see and touch a 'fanquie.' None of the wives or female children over eight years old were seen. He afterwards told me that while we were engaged looking about, we were plainly seen by his wives & daughters from behind screened windows & closets. Both male and female servants attending upon the children followed us everywhere over the extensive gardens, all playing together with the greatest freedom. He then shewed me some parts of his houses and suites of elegantly furnished halls and rooms which I had never before seen, where every thing is more in true ancient Chinese style than I have seen at Houqua's establishment, without a mixture of foreign appendages, excepting the fascinating cut glass and large framed picture prints. His numerous larger and small fish ponds are connected & crossed by airy and fairy-like short stone bridges, also ponderous artificially made rocks around which are seats of naturally-formed yellow shining, single stones, all of which are shaded by grotesquely made-to-grow palm, orange and other fruit trees.

"Three of his young sons aged from twelve to sixteen years were very polite & attentive in attracting my atten-

tion to various curious objects, both within and out doors, and through the father as linguist, asked me much about 'dat gleat salt water sea, Eulope & Amelica,' etc. 'How can jonck ship make come finde China so fashion and no catche locks? Ayah! China mans no can do all same same!!' etc.

"At first the children were a little shy, calling out 'Fanquie! fanquie!' on my approaching them, but when the good patriarch assured them that I was not a bad fanquie, or devil, we soon became sociable & acquainted. Each little girl had an attendant, or nurse, some of the youngest being slung on their backs and straddled across the hips in our indian papoos fashion. Several were little sufferers, undergoing the wicked and slow torturing process by having the tiny feet encased in metal clamps, tightly bandaged around and a little above the ankles, to prevent their feet from growing. Under this cruel operation, which lasts two or more years, they cannot even tottles about though from four to six years old. I am told that this strange custom of preventing the growth of the feet of females is generally disapproved among the men and that the reason for continuing it is merely because 'hab old cussom.' But one more satisfactory is that the women, or No. 1—*first* wife is always selected in higher ranks from this class of *small foot* beauties; while the *large foot* women are taken only as secondary, or transferable wives, waiting women and servant girls. The nurses & maids were all dressed in clean blue nankin long and loose frocks and trowsers, fastened in front from the neck to the ankles with gilt figured bullet buttons. Many had silver, tin, and colored glass rings on their bare wrists and ankles, dangling loosely.

"The oiled & shining black hair of the nurses, fastened on tops of their heads with natural or artificial flowers and their pure white teeth, with plump & healthy looking countenances, made them look quite pretty. The young servant girls had their hair cut strait in front a little above the eye brows and braided behind, swiss fashion, into one or two tails, interlaced with red & blue bobbin strings. All appeared as equals, contented & happy, but whenever a party of us foreigners are invited to dine, these

females and the children are only seen at a distance or from behind screens, peeping at us.

"I was invited by the sons into their school rooms, situated against the garden walls, side by side, and open in front; protected by screens. Here teachers attend daily but were not present at this time, it being a sort of grandfather's holiday, devoted to recreation & frolic. Their only study at this home school is learning to read, write & practical arithmetic.

"Having passed an hour in this delightful manner, Paunkeiqua took leave for a while of his sons & the capering little children with plenty chin chins! etc. and said: 'Now my flinde, Misser Tillen, you must go long my for catche chow chow tiffin (get something to eat) and den (then) can mak see My No. 1 Book loom (library).' Hashed fowls, birds, and rice, sweetmeats, and choice tea were amply provided and *discussed*, when we adjourned *up stairs* to the library, which overlooks the river, affording a new and beautiful view all around. This was indeed a rare treat & an unusual favor toward me, being a foreigner, and now I shall attempt a description of what I saw but could only imperfectly understand in this his beautiful library retreat & museum, consisting of three connected rooms, or halls. On the walls of one hall, were chinese block stamped & painted drawings, set in old, carved rose & dark colored wood frames. Some represented ancient battle scenes, which he explained as having been fought in the days when China was conquered by the Tartars, who have ever since reigned over the country having their headquarters at Peking, where the Emperor and his magnificent court are located.

"The troops on both sides are represented as drawn up in regular lines, armed with matchlock guns, spears, swords, and all with small shields buckled on their arms; also bows and arrows slung on their shoulders, but I did not see any thing like cannon. Both armies were regularly divided into squadrons of cavalry and countless foot soldiers. The mounted tartars appeared the same as those lately seen on the grand procession as described. These large pictures and some curious looking old chinese maps of the world as these 'celestials' suppose it to be, with their Empire occupying three quarters of it, sur-

rounded by nameless islands & seas bounded only by the edges of the maps, Paunkeiqua values very highly on account of their antiquity; one more particularly so, as it represents *all* the world extended as a vast flat surface, or plain, without any marked lines of latitude and longitude, on which is assigned to the chinese empire almost one half of the whole, the remainder being a boundless sea studded with islands and rocks, both large & small. Indeed, a peck of potatoes emptied on the floor may give some idea of the last named part of this queer looking map. He however has at his Canton factory residence the best of european maps and sea charts, which he has had minutely copied with the chinese names of countries & principal cities and sea ports affixed to those in english for his own use; and by way of further digression, I have to state that copied and accurately marked chinese painted maps & sea charts are sought after by the more learned 'celestials,' and that we 'barbarians' purchase them for our own use, as in this way we often obtain valuable copies of manuscript charts of discoveries in these eastern seas, made by english cruisers who came to Macao, previous to their publication in Europe. The main or great library hall contains a large collection of books, etc., relating to chinese history and literature, some of which he says are very ancient and 'hab got too much plenty culious ting inside!' The books not being bound as are ours, with stiff covers, are piled flat on shelves, each work by itself; and as the mystery of the language is every year becoming more developed, the day is not far distant when the contents of such curious libraries will be translated for benefit of terrestrials living outside this self styled Celestial Empire of China.

"In the third room is a curious invaluable collection of ancient copper and bronze articles, principally vases, urns, house and field utensils, & pottery, old china ware, some of which bear marks of being very aged. Many of the urns & pottery ware, etc., reminded me of similar articles seen within the Mediterranean, particularly at depots of arts at Florence & were I an antiquarian, as well as supercargo, valuable discoveries might here be made.

"Paunkeiqua tells me that many of these now out of

date objects were dug up at very remote periods or found in different parts of China and Tartary. One vase has chinese characters upon it by which it is known to be fifteen hundred years old, which he says an ancestor of his own family paid 1300 taeles, (over \$1700), for sake of possessing so valuable a relic of antiquity; and what is strange; some of these antiques bear hieroglyphic marks unknown to modern chinese *savans*! While conversing of the unvarying customs, habits, and dress of the various ranks among the chinese, he, as proof, shewed me some specimens of blue and white and other painted china ware, on which were representations of cooley men, women, mandarins, etc., appearing precisely as to dress as we see them at this present time. These specimens he assured me had been handed down in his own ancient family now over 400 years!

“In course of conversation the old gentleman was quite inquisitive as regards foreign countries & shewed that he knew something of the wars and revolutions, which have, of late years, convulsed all Europe. He was particular in his inquiries concerning England, of whose greatness and power the Imperial Court at Peking, as well as a few of the better informed Mandarin Hong merchants here, are evidently very jealous, though they affect to have no fears. This arises in part from their knowledge of the rapid & continual conquests by the British, making westward of China, all over India. He also touched upon religious subjects, as he often does at his factory residence; the tenor of which is that he does not esteem any one sect or form of worship as superior to that of others, provided they acknowledge—One—or the Supreme Josh—or Being, and his subordinate agent Quie, or the Devil. Indeed he professes charity for all mankind, and finally he summed up his belief by asking if I agreed with him regarding the following pertinent questions, which I must state in his own language that he may be more fairly understood: ‘My flinde! All mans hab lib (lived) and all mans mus make die. So fashion—so long time as Josh let you lib and you hab tluly good man—and bum-by Josh make you die. Do you tinke He Josh can make catche you for make you too much—too

much contente long He?" 'Yes, sir,' was my answer, much to his satisfaction.

"'Now—one ting more my like for speak to you my flinde. Suppose you hab make lib all same same as dat bad quisie mans and when Josh make you die—He can gib (give) you to Quie for make bamboo you muche too much?' & on my seriously answering 'Yes, sir,' he clasped my hand, and said: 'Ayah! my flinde, now no more occasion for make talke talke dat Josh pidgin (meaning religious subject). Tluly-now my can see you long my tinke (think) all same same!'

"A volume upon the subject could not convey his opinions as to a future state, with reward & punishment according as we may have conducted while living; but although I reverently give his words as above, I could scarcely refrain from smiling at his *chinese* method of punishment by bambooning hereafter by *Quie*. I was kept amused in this way, and again walking in the gardens, seeing the children, etc., until four o'clock, having passed the day with this noble hearted generous man in a truly novel and happy manner.

"I was returned as I went, in Paunkeiqua's own stylishly rowed boat, and was landed in presence of many barbarian friends, who, as *yankees* always are, were very inquisitive as to where I had been, and what I had seen, etc."

Some time after the foregoing, Tilden writes as follows:—

"I have enjoyed frequent & pleasant intercourse with my highly venerated friend Paunkeiqua, and have this voyage made handsome purchases at his Hong of silks and teas. He lately conferred on me a signal honor, by giving a genuine Chinese *chop stick* dinner at his Honam residence; leaving to me the naming of any *seven* or *nine* american guests for him to invite.

"The custom here, as in some other countries, is to have on such occasions always an odd number of persons at a feast.

"I named the full number accordingly, such as I knew would form a pleasant party from among my friends who were not residents at Canton, as he had particularly requested. I named first, my old friend Capt. Haskell

& then Mr. Dorr, Mr. Welsh, Captain Townsend and his young son, and Mr. Jenks—the three last being from Providence, Rhode Island. Also (having first explained to Paunkeiqua), a highly accomplished gentleman and a great traveler, Signor Martucci, a commercial agent of the present great Alli Pacha of Egypt, who, merchant like, employs several agents with large amounts in funds, here & in India. Paunkeiqua wrote the names of each, in chinese characters, and then particularly inquired as to their occupation, carefully counting the number of names, *ourselves* included, to be certain of its being an *odd* one.

“This sort of entertainment being different from any heretofore described, I shall be particular in relating all about it; more so as chop stick dinners are not often given by the Hong merchants to foreigners.

“Early in the forenoon of the day appointed, previous to which I had apprised my friends of the ceremony about to take place, Paunkeiqua called at my rooms attended by several house servants, dressed with basket caps, in style; & knowing who were to be his guests, he had their large red paper chops—or billets of invitation, with him, each separate, & signed with his chinese, and english chop stamped name, for me to direct them, which he sent, each by a separate servant, to be delivered with chin chin! compliments from their master, with directions saying that he should call on them all at eleven o'clock, at same time giving notice that his boat would be in readiness to convey them from his Hong, over the river to his Honam residence at one o'clock. When told that his billets were delivered, and happily received, he took me with him at the appointed hour, to be formally introduced, and make his chin chin! or complimentary visit, or *previous call* on each gentleman invited. We all mustered punctually at the time and place appointed, and were soon rowed across the river by boat cooleys in their livery dress-caps in true mandarin fashion. The caps are made of split small bamboo cane, topped with red horse hair, or silk tassels. Servants were in waiting at the landing who, on this occasion, conducted us to the entrance of the patriarchal domain, where we were with little ceremony, but very cordially, received by our generous, noble host & younger sons. At *chop stick* dinners

our own private servants never attend us, as they do on other occasions.

"After a pleasant ramble over the gardens and grounds, where we were seen from behind screened windows and doors by the females of the family, we were invited into his elegant suite of apartments where we partook of tea, etc. Here Paunkeiqua, having first given me a hint of his intention, suddenly in a playful way addressed himself to young Wm. Townsend, a handsome lad eighteen years of age, & soon after gravely said, 'Misser Willum! suppose now you no hab more as fitteen (15) years olo, you can go long my son for make see she my wifes and she my young daughters so fashion can do suppose you like to see she.' We plainly saw the drift of the good old man, and lied for 'Willum'—and said he was no more as fitteen year ollo (old), the age beyond which strangers are never permitted to visit females in China.

"The two *youngsters*, Willum & the son, were absent from our party about twenty minutes and on their return, Paunkeiqua, having first held a little conversation with his son, & then slyly winking at us, said with all due gravity—'Willum! hab you plenty see my wifes long she my daughters?' 'Yes Sir!' he answered in a lively manner with a smile. 'I saw three old ladies, and five of your daughters.' 'Willum! hab she my five peice *daughters* too much handsome?' 'Oh yes sir!—hab truly too much handsome face—can secure'—said 'Willum,' with his rosy cheeks and bright eyes, laughingly looking the seemingly grave old man full in his face. 'Hab she my daughters make chin chin! shake hand long you?' 'No Sir! but their mothers did.' . . . 'Ayah! Misser Willum'—Paunkeiqua replied laughing—'Dat old mudder womans (mothers) hab my olo wifes, may hab make mally (marry) long she more as forty years—so fashion; & dat *too much handsome* young womans you hab make see, hab my fie (5) peice young wifes! Ayah! Willum! . . . so fashion you no hab see she my plenty daughters!' Here we had a hearty laugh all round at 'Willum's' expense; after which we were kept amused in his curious museum and library rooms—and in various other ways, in and out doors, until three o'clock.

"In the museum apartment, Mr. Martucci was sur-



WHAMPOA ANCHORAGE

Courtesy Peabody Museum, Salem



MACAO

Courtesy Peabody Museum, Salem

prised seeing some ancient objects, pottery, etc., which he thought might possibly be of Egyptian origin. While the two young sons were with us they remained standing, until stools were pointed out to them by their father, as is the custom here in China; and when dinner was announced they took chin chin! leave & retired. Our noble host now led the way to a cool hall, and pointed to our respective seats at a large round table, where I was honored by being on his right, and Signor Martucci on his left hand, and Master 'Willum' opposite to him. When first seated there were on the table only elegant cut English glasses, gilt and silver cups or goblets, wine in decanters, and ivory and ebony chop sticks instead of knives & forks, also queer shaped chinese silver spoons.

"The usual chinese ceremony, perhaps borrowed from us barbarians, of a chin chin glass of wine all round, having been drank, each guest, following the example of our host, shewed the bottom of his emptied glass, or goblet. Soon after, a train of servants came in bringing a most splendid service of fancy colored, painted and gilt large tureens & bowls, containing soups, among them the celebrated bird nest soup, as also a variety of stewed messes, and plenty of boiled rice, & same style of smaller bowls, but alas! no plates and knives and forks. Paun-keiqua now began discussing the merits and kinds of each mess—naming of what they consisted, etc., and then politely requested us to help ourselves—and here began the fun for our host, as we exposed our awkwardness, having only the chop sticks and spout like crescent shaped spoons to *do it* with. Having tried a while under the teaching of our much amused friend, we soon had to give it up, except Captain Haskell, who had practiced on board his Hoppoo, or guard boat, at Whampoa.

"Thus, in attempting to bail out soup with the con-founded spoons, some of us filled the sleeves of our white jackets, which fortunately had been substituted for our dress cloth coats in which we came; when finally the old gentleman seeing our distress, ordered plates & english knives, forks and spoons.

"The treacherous-like chop sticks are round at one end, and square at the other, and we untutored barbarians ignorantly made use of both. Only imagine a china man

sticking the handle of a fork into his mouth instead of the prongs and we may readily conceive the amusement afforded our host and table servants. To us a pair of sugar tongs would have been far more convenient than these little sticks, held at the square ends between the thumb & fingers, like a pen, in only *one* hand. Monkeys with knitting needles would not have looked more ludicrous than some of us did; and yet, we every day see quite small children easily pick up even a kernel of rice with them.

"Twenty separate courses were placed on the table during three hours in as many different services of elegant china ware, the messes consisting of soups, gelatinous food, a variety of stewed hashes, made up of all sorts of chopped meats, small birds cock's-combs, a favorite dish, some fish & all sorts of vegetables, rice, and pickles, of which the Chinese are very fond. Ginger and pepper are used plentifully in most of their cookery. Not a joint of meat or a whole fowl or bird were placed on the table. Between the changing of courses, we freely conversed and partook of the choicest of Madeira & other European wines—and costly teas. Some messes, served in dishes, were trimmed with fancifully cut fruit, vegetables in imitation of flowers, & all sorts of pick-nick pretty objects. Natural and artificial flowers in small jars & vases were, at every change of courses, arranged on the table to suit the fancy of the servants.

"At every change our happy host amplified in true epicurean style and then invited us to help ourselves from any mess or dish we liked. Between the courses, and bringing on the desserts, the tables being entirely cleared and strewed over with flowers, Paunkeiqua questioned us about the various countries we had visited, which he does upon all suitable occasions at his Hong factory and so far as he may discreetly communicate, he now and then lets us barbarians into minor unimportant secrets, concerning this mysterious empire & news from the great city of Peking.

"All of us listened attentively to my friend Mr. Martucci, who speaks and understands English very well, and gave us some rare information about Turkey, Egypt,

Arabia, & various parts of India, over which countries he has been a great inland traveler.

"At say eight o'clock, when we supposed our sumptuous chop stick dinner was over, two courses more, by way of final deserts, consisting of fruits, most *exquisite* pastry, with a great variety of sweet meats, were placed on table with more choice white and red wines, and *now* also a peculiar white chinese wine, the first I have tasted, and highly prized (and *priced*) by the upper class 'celestials,' was brought in silver vessels and poured out warm—same as tea. The name of it is *Su-hing*, and the flavor not unlike (excuse me) toasted cheese! It is considered as a great luxury, but we barbarians gave preference to the more cool french & Madeira wines.

"The ample round table being cleared for the last time, more sweet scented flowers were again strewed over it for us to play with and admire while still entertaining our generous friend with stories of our voyages, geographical descriptions, etc., many of which were as interesting to ourselves as they were to Paunkeiqua, who but partially could comprehend how we foreigners manage to navigate when at thousands of miles from land. 'Ayah! how can so fashion keep ship on sea two & four moons and no make see land! How can come on sea from Eulope & Amelica and jonk ship not to cathe lock? Ayah—thuly—my flindes dat hab too much culious ting—China mans no can do all same same!' etc. He has good maps, sea charts & compasses at his Canton quarters—which he often spreads before us, when desirous of conversing about 'outside' countries—'islands in sea,' etc.

At ten o'clock, when about to take leave, the kind good old man said sportively to Captain Townsend and myself—'Now my must one tim more mak talke—talke—littee (little) long young Misser Willum,' when we all drew round to hear him.

"'Willum!' said he, pretending to appear serious—'My hab got inside my Canton house one more piece too handsome young wife. She hab much more handsome as you hab to day make see.' Then in an undertone voice archly said, 'Willum! dat peice young wife hab cathe one piece littee sarmant (servant) girl all same same too much handsome as she my young wife. Ayah! young

Misser Willum! suppose you like to see she can do so fashion to mollow.' 'Oh, yes, sir!' said the duped & delighted 'Willum,' 'My like for go see she long you now chop chop!' 'Ayah!' exclaimed the funny old man, with a hearty laugh. 'Now my can see you hab all same same as my when my hab all same same young so fashion as you! Den my all same same like too much for see handsome face gallys (girls). Ayah! Willum!'

"Soon after this parting joke, Paunkeiqua seriously gave us a formal blessing by chin chinning to Josh, that we might have short passages home & meet our families, wives & children all well—and for 'ship no to catche lock in sea,' etc. He followed us to the outer door and gave directions to servants in waiting to see us safe over the river and then took a final 'shake hands' leave.

"We crossed over to Canton, as we came, in the same boat, in true mandarin style, attended by a train of servants, carrying gaily painted lanterns, who saw us safe at our factory homes—and having dismissed them with chin chin, good night—and *dollar cumshaws* for each as customary—we '*Resolved* unanimously,' that our Noble Host was a true, first chop, No. 1 Mandarin, with whom we had passed one of the most happy days of our lives—and that he was worthy of being considered a true 'celestial' gentleman of the chinese empire—or any other country!"

Having taken leave of his friends at Canton, Tilden received his Grand Chop, or clearance paper, through Houqua and sailed for home. On March 28th, after an uneventful voyage of 107 days, he arrived within two miles of Boston light, from which point he continues:—

"Long before sunset, the weather being clear, our signals for a pilot must have been seen at the lighthouse, but not a boat came near us until nine o'clock, after our having fired over a dozen signal guns. The excuse for not coming off before was that it was *supposed* we had slipped up channel after sundown! Comment is unnecessary.

"By ten o'clock the wind, having been light all the day from West to North, increased to a heavy gale bringing us under close reefs. It soon became intensely cold and the pilots in their boat ran near us saying they should



CANTON FACTORIES

From the collections of the Peabody Museum, Salem

make for harbor at Cape Ann to prevent being blown out of the bay, not being able to reach back to the lighthouse against the gale & ebb tide.

"Next morning at daylight, perceiving that we gained nothing and the tide being again on the ebb, the decks & rigging covered with ice & the crew and running rigging stiffened by the cold, we concluded after consulting the pilot that it was best to make for a harbor, while we could. (Several vessels that did not adopt the same course were driven out to sea and one of them did not reach Boston until 17 days after.)

"Soon after nine A. M. we anchored at Gloucester harbor, Cape Ann, where the pilot boat had reached at midnight, the man at the helm having his fingers frozen.

"I, of course, was not slow in landing and at 10 o'clock I was seated in a chaise & *tandem* with an experienced stage driver, having all our letters & papers, driving over horrible bad roads *express* for Boston.

"While dining at Salem, where we stopped to change horses, a young man whom I supposed to be the house waiter & brought in my dinner, etc., courteously asked a few questions, to which I briefly replied that I was from Canton, 107 days passage, the ship having arrived safe at Cape Ann, etc. 'Pray Sir, to whom is your ship consigned?'—and on my naming Benjamin Rich, Esq., Boston, the man said a hot beef steak would be ready in a few moments & withdrew leaving me alone. . . . I was again soon under way with my diligent driver and to our surprise, on reaching the Boston post office to deliver the ship's letter bag, there found a crowd of shippers and others waiting my arrival; who said that an express rider despatched by me from Cape Ann had reached Capt. Rich to announce our safe arrival there this morning, for which he had been rewarded with ten dollars for getting along so promptly—& if possible I should get to Boston in the course of the afternoon! When I told my friends that no such express message had been sent, my driver exclaimed aloud—'Gentlemen! its no more nor less than a d.m. Salem trick! and Mr. Tilden! that fellow who set dinner table for you—I saw him start off from the stable on horse back only a few minutes before we did.' Of course this created a hearty laugh all round."

PRIVATE ARMED SHIPS BELONGING TO SALEM, 1799.

FROM THE SALEM CUSTOM HOUSE RECORDS.

WITH AN INTRODUCTION BY DUDLEY W. KNOX, CAPTAIN,
UNITED STATES NAVY.

It has been estimated that upwards of one thousand Private Armed Ships participated in our little-known three year naval war with France, beginning in 1798. The relative importance of this merchant marine effort is gained by a comparison with the number of men-of-war employed. A total of only fifty-four ships of the regular Navy and Revenue Marine together were engaged in the war.

The Private Armed Ship of that period was officially "commissioned" and authorized to engage French Privateers. She was not legally permitted to prey upon French commerce in general and therefore in the strict sense was not herself a privateer.

There were many long and hard-fought actions between American Private Armed Ships and French Privateers from 1798 to 1801, and because of the great influence of armed merchant ships upon the course of the war, the Navy Department is endeavoring to obtain as complete data as possible about them, with a view to printing it in its forthcoming documentary history of the Quasi War with France, the first volume of which has just been published. The next volume will summarize all information which has been found concerning the activities of Private Armed Ships during the year 1798.

Many archives have been searched for this material, and among them none exceeded the Essex Institute, either in the value of its collection or in the kindness extended to the Navy Department's searchers. Among the valuable "finds" in the Essex Institute was the following list of ships to which commissions as private armed ships were issued by the Salem Custom House during the year 1799.

AMERICA, of Salem, ship, 654 tons. Length, 129 $\frac{4}{12}$ ft.; breadth, 33 ft. 9 in.; depth, 16 ft. $10\frac{1}{2}$ in.; 14 guns, 42 men. Benjamin Crowninshield, jr., commander, William Brown, second in command, Thomas Ruee, third in command. Owners, George Crowninshield, George Crowninshield, jr., Jacob Crowninshield, John Crowninshield, Benjamin Crowninshield, jr., Richard Crowninshield, merchants, all of Salem. Feb. 20, 1799.

ANTELOPE, of Salem, bgtne., 212 $\frac{23}{95}$ tons. Length, 78 ft. 6 in.; breadth, 25 ft. 4 in.; depth, 12 ft. 7 in.; 8 guns, 15 men. Samuel Derby, commander, John Gray, second in command, Benjamin Giles, third in command. Owners, Elias Hasket Derby, Richard Derby, jr., both of Salem, merchants. June 12, 1799.

AURORA, of Beverly, ship, 222 tons. Length, 85 ft.; breadth, 24 ft. 6 in.; depth, 12 ft. 3 in.; 10 guns, 25 men. Benjamin Beckford, commander, Issacher Ober, second in command, Jonathan Corning, third in command. Owner, William Gray, jr., of Salem, merchant. Dec. 14, 1799.

BELISARIUS, of Salem, ship, 261 $\frac{49}{95}$ tons. Length, 94 ft. 6 in.; breadth, 25 ft.; depth, 12 ft. 6 in.; 9 guns, 19 men. Edward Allen, commander, Thomas Downing, second in command, Jacob Berry, third in command. Owners, George Crowninshield, George Crowninshield, jr., Jacob Crowninshield, John Crowninshield, Benjamin Crowninshield, jr., Richard Crowninshield, all of Salem, merchants. May 21, 1799. 23 men, Samuel Skerry, commander, Thomas Downing, second in command, Jacob Berry, third in command. Same owners. Sept. 24, 1799.

BETSEY, of Salem, ship, 218 $\frac{39}{95}$ tons. Length, 83 ft.; breadth, 24 $\frac{8}{12}$ ft.; depth, 12 $\frac{4}{12}$ ft.; 6 guns, 15 men. Josiah Obear, commander, Thomas Dodge, second in command, Freeborn Thorndike, third in command. Owners, Samuel Gray, William Gray, jr., merchants; Josiah Orne, mariner, of Salem; Sylvanus Gray, merchant, of Boston. Feb. 19, 1799.

BETSEY, of Salem, bgtne., 108 tons. Length, 67 ft. 10 in.; breadth, 20 ft.; depth, 9 ft. 3 in.; 4 guns, 10 men. Timothy Ropes, commander, Jonathan Day, second in command. Owners, Aaron Wait, Jerathmeel Peirce,

merchants, both of Salem. June 25, 1799. 6 guns, 10 men, same commanders and owners. Oct. 19, 1799.

CICERO, of Salem, bgtne., 139 tons. Length, 69 ft.; breadth, 21 ft. 9 in.; depth, 10 ft. 10½ in.; 6 guns, 12 men. Nath[aniel] Skinner, commander, John Dixey, second in command, Edward Standley, third in command. Owner, William Gray, jr., merchant, of Salem. July 8, 1799.

CINCINNATUS, of Salem, ship, 226 15/95 tons. Length, 83 ft. 9 in.; breadth, 25 ft.; depth, 12 ft. 6 in.; 2 guns, 14 men. Samuel Endicott, commander, John Edwards, jr., second in command, Joseph H. Millet, third in command. Owners, Joseph Peabody, Thomas Perkins, merchants, both of Salem. June 19, 1799.

CRUGER, of Salem, bgtne., 154 24/95 tons. Length, 67 ft. 7 in.; breadth, 23 ft. 5 in.; depth, 11 ft. 8 in.; 8 guns, 13 men. Ebenezer Shillaber, commander, Benjamin Daland, second in command, Nicholas Devereux, third in command. Owner, Elias Hasket Derby, merchant, of Salem. Feb. 2, 1799. 8 guns, 15 men. John Barton, commander, Nicholas Devereux, second in command, John Hewes, third in command. Owners, John Derby, Richard Derby, jr., merchants, of Salem. Nov. 6, 1799.

ELIZABETH, of Salem, ship, 333 tons. Length, 103 ft.; breadth, 27 ft.; depth, 13 ft. 6 in.; 8 guns, 26 men. William [torn] jr., commander, Andrew Kennedy, second in command, Elisha Whitney, third in command. Owner, William Gray, jr., merchant, of Salem. Aug. 3, 1799.

FAME, of Salem, bgtne., 144 tons. Length, 74 ft.; breadth, 22 ft. 6 in.; depth, 10 ft.; 4 guns, 11 men. George Archer, commander, William Munday, second in command, James Burnes, third in command. Owners, John Collins, Amos Hovey, merchants, George Archer, mariner, all of Salem. Aug. 19, 1799.

FANNY, of Salem, bgtne., 152 tons. Length, 75 ft. 9 in.; breadth, 21 ft. 6 in.; depth, 10 ft. 9 in.; 4 guns, 10 men. Jesse Smith, commander, Zachariah Brooks, second in command, Joshua Grant, third in command. Owner, John Derby, merchant, of Salem. Mar. 6, 1799.

FANNY, of Salem, snow, 148 tons. Length, 71 ft. 4

in.; breadth, 22 ft.; depth, 11 ft.; 2 guns, 9 men. George Taylor, commander; Clifford C. Byrne, second in command. Owners, Elijah Sanderson, Jacob Sanderson, William Appleton, cabinet makers, George Taylor, mariner, of Salem. Mar. 11, 1799.

FANNY, of Salem, ship, 160 36/95 tons. Length, 80 ft.; breadth, 23 ft. 3 in.; depth, 9 ft. 11 in.; 10 guns, 20 men. John [torn], commander, John Reith, second in command, Andrew Masters, third in command. Owner, William Gray, jr., merchant, of Salem. Aug. 12, 1799.

FRIENDSHIP, of Beverly, bgtne., 157 40/95 tons. Length, 75 ft.; breadth, 22 ft.; depth, 11 ft.; 5 guns, 10 men. Nathan Leech, jr., commander, John Fielder, second in command, John Glover, third in command. Owners, Nathan Leech, Benjamin Lovett, jr., Abraham Kilham, merchants, all of Beverly. June 25, 1799.

FRIENDSHIP, of Salem, ship, 342 17/95 tons. Length, 110 ft.; breadth, 27 ft. 7 in.; depth, 13 ft. 9½ in.; 14 guns, 30 men. Israel Williams, commander, William Story, second in command, David Thomas, third in command. Owners, Aaron Wait, Jerathmeel Peirce, merchants, of Salem. Aug. 23, 1799.

HENRY, of Salem, ship, 190 tons. Length, 84 ft.; breadth, 22 ft. 8 in.; depth, 11 ft. 4 in.; 8 guns, 14 men. Stephen Webb, commander, Stephen Webb [jr.], second in command, Charles Derby, third in command. Owner, Elias Hasket Derby, merchant, of Salem. Feb. 7, 1799. 8 guns, 16 men, Justin [torn], commander, Stephen Webb, jr., second in command, Thomas Phippen, jr., third in command. Owner, Elias Hasket Derby, merchant, of Salem. Aug. 1, 1799.

HIND, of Salem, bgtne., 136 35/95 tons. Length, 74 ft. 3 in.; breadth, 21 ft. 6 in.; depth, 9 ft. 8 in.; 9 guns, 15 men. Daniel Ropes, jr., commander, William Allen, second in command, Benjamin Lapham, third in command. Owners, William Orne, Joseph White, merchants, of Salem. Apr. 24, 1799.

JOHN, of Salem, ship, 175 2/95 tons. Length, 75 ft. 8 in.; breadth, 23 ft. 2½ in.; depth, 11 ft. 7¼ in.; 8 guns, 17 men. Levi Putnam, commander, John Janes, second

in command, Elisha Smith, third in command. Owner, William Gray, jr., merchant, of Salem. Mar. 25, 1799.

JOHN, of Salem, ship, 258 21/95 tons. Length, 93 ft. 6 in.; breadth, 25 ft.; depth, 12 ft. 6 in.; 11 guns, 17 men. Joseph Ropes, commander, Jonathan Shepard, second in command, Charles Derby, third in command. Owner, Elias Hasket Derby, merchant of Salem. June 25, 1799. 11 guns, 18 men, Joseph Ropes, commander, Jonathan Shepard, second in command, Daniel Bray, third in command. Owners, Benjamin Pickman, jr., John Derby, merchants, Joseph Ropes, mariner, all of Salem, Nov. 9, 1799.

JOHN, of Salem, sch., 111 84/95 tons. Length, 75 ft. 6 in.; breadth, 21 ft. 3 in.; depth, 8 ft. 8 in.; 2 guns, 8 men. John C. Blackler, commander, James Ford, second in command. Owners, William Gray, jr., of Salem, William Blackler, of Marblehead, merchants. Sept. 9, 1799.

JOHN, of Salem, sch., 85 57/95 tons. Length, 61 ft.; breadth, 18 ft.; depth, 9 ft.; 4 guns, 8 men. Henry Saunders, commander, Aaron Crowell, second in command. Owners, Ebenezer Beckford, Daniel Saunders, merchants, of Salem. Sept. 17, 1799.

LYDIA, of Salem, brig, 152 tons. Length, 72 ft. 2 in.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in.; 8 guns, 15 men. John Boden, commander, John Reith, second in command, Jonas Girdler, third in command. Owner, William Gray, jr., merchant, of Salem. Dec. 13, 1799.

MARTHA, of Salem, ship, 340 [61/95] tons. Length, 105 ft.; breadth, 27 ft.; depth, 13 ft. 6 in.; 12 guns, 28 men. Nicholas Thorndike, commander, Nehemiah Roundy, second in command, Jere Lee Page, third in command. Owners, John Derby, Benjamin Pickman, jr., merchants, as executors to the estate of Elias Hasket Derby, of Salem, merchant, deceased. Oct. 10, 1799.

MARY, of Beverly, ship, 180 62/95 tons. Length, 80 ft. 5 in.; breadth, 22 ft. 8 in.; depth, 11 ft. 4 in.; 8 guns, 19 men. John Moulton, commander, Joseph Thissel, second in command, Billy Moulton, third in command. Owners, Israel Thorndike, merchant, Tarbox Moulton, mariner, both of Beverly. Nov. 16, 1799.

MINOTAUR, of Salem, bgtne., 147 13/95 tons. Length, 79 ft.; breadth, 22 ft. 4 in.; depth, 9 ft. 6½ in.; 12 guns, 30 men. Stephen [torn], commander, Benj[ami]n Henderson, second in command, John Crandell, third in command. Owners, George Crowninshield, George Crowninshield, jr., Jacob Crowninshield, John Crowninshield, Benjamin Crowninshield, jr., Richard Crowninshield, all of Salem, merchants. Aug. 6, 1799.

MOUNT VERNON, of Salem, ship, 355 60/95 tons. Length, 99 ft.; breadth, 28 ft. 9 in.; depth, 14 ft. 4½ in.; 13 guns, 35 men. Elias Hasket Derby, jr., commander, Justin Macarthy, second in command, David Bruce, third in command. Owner, Elias Hasket Derby, merchant, of Salem. Feb. 22, 1799. [torn] guns, 40 men, Elias Has[ket Derby], jr., commander, David Bruce, second in command, Luther Dana, third in command. Owner, Elias Hasket Derby, of Salem [merchant]. July 10, 1799.

NANCY, of Salem, bgtne., 143 tons. Length, 72 ft.; breadth, 21 ft. 6 in.; depth, 10 ft. 9 in.; 10 guns, 21 men. Thomas Barker, commander, Elisha Woodberry, second in command, George Barker, third in command. Owner, Samuel Gray, merchant, of Salem. June 17, 1799.

NEPTUNE, of Salem, bgtne., 160 32/95 tons. Length, 82 ft. 4 in.; breadth, 22 ft. 6 in.; depth, 9 ft. 10 in.; 10 guns, 15 men. Hezekiah Flint, commander, William Haskell, second in command, Benjamin Smith, third in command. Owners, Joseph Peabody, Thomas Perkins, merchants, of Salem. Feb. 1, 1799.

OLIVE BRANCH, of Salem, bark, 158 tons. Length, 75 ft. [—] in.; breadth, 22 ft.; depth, 11 ft.; 5 guns, 10 men. Joseph J. Knap, commander, Timothy Wellman, second in command, John Cloutman, third in command. Owners, Jacob Ashton, William Ashton, merchants, of Salem. Sept. 6, 1799.

POLLY, of Salem, bgtne., 128 69/95 tons. Length, 70 ft. 6 in.; breadth, 20 ft. 6 in.; depth, 10 ft. 3 in.; 4 guns, 9 men. Job Trask, commander, Jonathan Lander, second in command, Daniel Andrews, third in command. Own-

ers, Joseph Winn, John Winn, traders, Job Trask, mariner, all of Salem. May 18, 1799.

PRUDENT, of Salem, ship, 214 22/95 tons. Length, 86 ft.; breadth, 23 ft. 10 in.; depth, 11 ft. 11 in.; 6 guns, 16 men. Benjamin Crowninshield, commander, James Buffington, second in command, James Parnell, third in command. Owners, Nathaniel West, Ebenezer Beckford, Clifford Crowninshield, merchants, of Salem. Dec. 19, 1799.

RAMBLER, of Beverly, bgtne., 165 tons. Length, 77 ft. 2 in.; breadth, 23 ft. 8 in.; depth, 10 ft. 6 in.; 6 guns, 17 men. John Moulton, commander, Micah Rider, second in command, Noah Quinn, third in command. Owner, Israel Thorndike, merchant, of Beverly. Jan. 12, 1799.

RECOVERY, of Salem, ship, 284 28/95 tons. Length, 95 ft. [—] in.; breadth, 26 ft.; depth, 13 ft.; 10 guns, 18 men. Stephen Phi[llips], commander, Johnson Briggs, second in command, Isaac N. Chapman, third in command. Owner, Elias Hasket Derby, merchant, of Salem. Aug. 6, 1799.

RIISING STATES, of Salem, ship, 299 18/95 tons. Length, 95 ft. 7 in.; breadth, 26 ft. 9 in.; depth, 13 ft. 4½ in.; 12 guns, 25 men. Jeremiah Putnam, commander, Benjamin Cook, second in command, John Lee, third in command. Owner, William Gray, jr., merchant, of Salem. Nov. 30, 1799.

ROVER, of Beverly, bgtne., 135 tons. Length, 73 ft. 9 in.; breadth, 21 ft. 5 in.; depth, 9 ft. 10 in.; 6 guns, 11 men. John Thissel, commander, George Lee, second in command, Benjamin Lovett, 3d, third in command. Owners, Benjamin Lovett, jr., Abraham Kilham, merchants, of Beverly. Apr. 11, 1799.

ST. JOHN, of Salem, bgtne., 82 tons. Length, 62 ft. 10 in.; breadth, 17 ft. 3 in.; depth, 8 ft. 7½ in.; 9 guns, 13 men. William Godshall, commander, Jonathan Skerry, second in command, James McCartney, third in command. Owners, William Godshall, mariner, Samuel Whittemore, victualler, both of Salem. Dec. 31, 1799.

SALLY, of Salem, bark, 181 68/95 tons. Length, 84 ft.; breadth, 22 ft.; depth, 11 ft.; 6 guns, 14 men. Moses

Endicott, commander, Charles Wilson, second in command, Jonathan Robbins, third in command. Owners, Thomas Saunders, Joseph Peabody, Joseph White, John Norris, Jonathan Gardner, merchants, all of Salem. Feb. 20, 1799.

SALLY, of Beverly, ship, 203 89/95 tons. Length, 87 ft.; breadth, 23 ft.; depth, 11 ft. 6 in.; 9 guns, 18 men. William Patterson, commander, Samuel Cox, second in command, Joseph I. Rogers, third in command. Owners, Israel Thorndike, Moses Brown, merchants, of Beverly. July 8, 1799.

SUKEY, of Salem, bgtne., 102 42/95 tons. Length, 73 ft.; breadth, 21 ft. 4 in.; depth, 7 ft. 7 in.; 7 guns, 12 men. Henry Tibbets, commander, Charles Burrill, second in command. Owner, Simon Forrester, merchant, of Salem. Apr. 26, 1799.

THREE FRIENDS, of Salem, bgtne., 132 tons. Length, 69 ft. 6 in.; breadth, 21 ft.; depth, 10 ft. 6 in.; 2 guns, 9 men. John Endicott, commander, Jonathan Beckford, second in command. Owners, Joseph Peabody, Jonathan Gardner, both of Salem, merchants. May 18, 1799.

ULYSSES, of Salem, ship, 340 tons. Length, 100 ft. 5 in.; breadth, 27 ft. 9 in.; depth, 13 ft. 10½ in.; 11 guns, 28 men. William M[torn], commander, Archelaus Rea, second in command, Nathaniel Osgood, third in command. Owner, William Gray, jr., of Salem, merchant. Aug. 17, 1799.

WASHINGTON, of Salem, bgtne., 163 50/95 tons. Length, 81 ft. 5 in.; breadth, 22 ft. 6 in.; depth, 10 ft. 2 in.; 2 guns, 14 men. John Murphy, commander, John Wilson, second in command, Archibald McMillan, third in command. Owner, Simon Forrester, of Salem, merchant. June 20, 1799.

WILLIAM, of Salem, ship, 182 tons. Length, 79 ft.; breadth, 23 ft.; depth, 11 ft. 6 in.; 10 guns, 2 swivels, 24 men. Solomon Towns, commander, James Derby, second in command, Nathan[ie]l King, third in command. Owner, William Gray, jr., of Salem, merchant. Oct. 16, 1799.

GERMAN UNIFORM BUTTONS, 1870-1918.

BY HILMAR H. WEBER.

In the Emilio Collection of Military Buttons, the Essex Institute possesses a rich mine of material for the student of military costume, the value of which is greatly enhanced by the extensive and detailed Catalogue prepared for it by Captain Emilio, who made the collection, and gave it to the Institute.

In regard to one section, however, the Catalogue fails to give a correct picture, namely, that devoted to German buttons, although in all fairness it should be said, that the nature of German uniform buttons differs so much from that of the buttons in other armies (notably those with which Captain Emilio was most familiar) that mistakes could most easily have crept in. The following brief account aims to explain just what the different German buttons in the Collection really are.

To understand what follows, it should be borne in mind, that the German Empire was, and is, a federal state, the component parts of which had enjoyed, prior to 1871, virtually complete independence. The German Army reflected this state of affairs, by being composed of contingents of the different states. The smaller states entrusted the administration of their former somewhat diminutive armies to Prussia, while the larger states retained their own military administration, or reserved certain matters for their own regulation. The Imperial constitution required uniformity of organization, training, armament and equipment for all contingents, but allowed, as a concession to the old traditions, variations in uniforms within certain limits.

To come now to the German button itself, the most important fact about it is that it is plain, and unfigured, so that, unlike in other countries, it fails to proclaim itself as a particularly military button. Incidentally this plainness has caused it to receive only the scantiest attention by writers on military costume.

While thus, with the exceptions noted below, the "design" of the button was the same throughout the whole

army, a great distinction, practically unknown in other armies, was made as to the "color" or metal of the button.¹ Whether a button was of white or yellow metal was in more than one case the sole way of distinguishing different regiments, and often different parts of the accoutrements, or even the embroidery on the colors and standards were determined by what was officially known as the "button-color".

It requires a rather complex list to determine for just what branches the different buttons were used, and while the following list might seem over complicated, it is not possible to make it shorter, and still have it accurate.

General officers in Prussia and Württemberg wore gilt buttons, while those in the Bavaria, Hessian, and Mecklenburg-Schwerin contingents had them of silver. Saxon generals had a gilt, figured button, with a central boss, and surrounding conventional ornaments. All officers of the General Staff, as well as the personal adjutants to princes had silver buttons.

The Infantry for the most part wore yellow buttons, but several regiments had white. Buttons of the latter color were used by several Guard regiments, namely the First, and the Fifth Prussian Foot Guards, the Prussian Fusileers of the Guard, the Saxon Grenadiers of the Guard (Regiment No. 100) and the Baden "Life-Grenadiers" No. 109. All regiments of the contingents of Hesse and Mecklenburg-Schwerin² also wore white buttons. Finally the Bavarian Infanterie-Leib-Regiment³ had the distinction of being the only regiment in the German Army using an embossed button, it being of white metal, with a crown on it.

The Jäger, except for the two Saxon and the Mecklem-

¹A survival of this practice in the United States Army is the identity in design of the rank insignia of major and lieutenant colonel, the actual distinction being in the color of the metal.

²The contingent of Mecklenburg-Strelitz (2nd Battalion of the Grenadier Regiment No. 89, and one battery of the 24th Field Artillery) had yellow buttons.

³The buttons 1132 and 1133 of the Emilio collection are those of this regiment. The translation "Life Guards" is somewhat obscure, and no reference to its being a Bavarian Regiment is made.

burg Battalion (Nos. 12 to 14) had yellow buttons. The whole Artillery, with the exception of the Mecklenburg-Schwerin Regiment (No. 60) had yellow buttons, while the Engineers, (or Pioneers as they were called in Germany), and the Technical Troops all had buttons of white metal. The trains and medical formations again used yellow.

For the Cavalry, the conditions were very complicated. While since 1816 the different regiments of the Prussian infantry, artillery, etc., were distinguished from each other by numbers sewn on the shoulder straps, the more conservative cavalry was very slow in adopting this system of distinguishing marks, and some branches did not use numbers till the outbreak of the War. As the distinctions were made by the colors of the facings, the use of buttons of different metals obviated the necessity of resorting to so many colors that it would become difficult to distinguish between them. The actual distribution of the colors of the buttons was as follows:—

Prussian Cuirassier had white buttons in the two Guard regiments, and in the line regiments 2 to 4, and 7, while the other regiments used yellow buttons, as did also the two regiments of Saxon Heavy Cavalry. Of the Dragoon regiments, the First Guard Dragoons, and the line regiments 1, 2, 7 to 9, 11, 13, 14, 17 and 25 had yellow, while the others had white buttons. The First and Third Uhlans of the Guard as well as the line regiments 5 to 8, 13 to 16, 19 to 21 had white buttons. The Hussars wore the traditional laced Hungarian jacket of different colors, the lacings being yellow or white, which determined the metal of the metal frogs, the rosettes with which the lacing was ornamented, and the buttons on the overcoats. Yellow was the color for the Hussars of the Guard, and for the regiments 4, 6, 10, 17, and 18. The Jäger zu Pferde had white buttons for the Regiments 1 to 7, and yellow for 8 to 13. In Bavaria the odd-numbered cavalry regiments had yellow buttons, the even-numbered, white, except for the Heavy Cavalry which had just the opposite.

To turn now to the actual appearance of the buttons, we

find that the "yellow" button was gilt for officers⁴, and of tombac, a yellowish alloy, for men⁵, while the "white" button was respectively silvered, or of nickel.⁶ The buttons on the undress coat of all officers, and on the uniform of Cuirassier officers were flat, and had a diameter of 25 mm. All others were slightly convex, and had a diameter of 20.5 mm.⁷

A button of 19 mm. diameter was worn on the shoulder, to fasten the upper end of the epaulet, shoulder piece, or shoulder strap. For officers it was slightly convex. For men it was in general hemispherical, and embossed with the number of the company, or squadron.⁸ The first company of the First Regiment of Foot-Guards, and of all Hessian Regiments except No. 115 had instead of the figure 1, an "L," standing for "Leibkompagnie," an old traditional survival of the time when the first company was the colonel's own company. The Hessian Regiment No. 115 had a crown above the letter L. The Prussian Cuirassiers of the Guard, and the Hussars of the Guard likewise had the L for the first squadron. The machine gun companies, which were attached to the infantry regiments shortly before the war, used the number 13. The field

⁴ The officers' buttons were so-called two-piece buttons.

⁵ The regulation buttons for men were concave on the back with the eyelet soldered in the center, the outer edges were rounded and turned in.

⁶ The use of nickel, or sometimes German silver, was of comparatively recent date, pewter having been used previously.

⁷ This diameter was introduced in 1902, so that the buttons 1134 and 1135 of the Emilio collection have a greater diameter, which was regulation before that date. Captain Emilio was in error, however, in describing them as officers' buttons.

⁸ The statement in the note to button 1136, is likewise erroneous. The number on the button is not the regimental one. In most cases the shoulder strap bore the regimental number, the button which fastened the shoulder strap the company etc. number. Button 1136 does not at all conform to the Regulations. Possibly this button was used by the Fourth Royal Bavarian Jäger Battalion, prior to 1873. Prior to that date, certain units of the Bavarian Army had used buttons embossed with numbers or figures for certain units. After that date all buttons (following the Prussian practice) were plain except those for Field Marshals and certain batteries of artillery. The artillery buttons were used till the supply was exhausted; the Field Marshal's button was abolished some time before 1904.

artillery, and some other formations had plain, slightly convex buttons.

The so-called "Heraldic Buttons," in reality purely ornamental, served to indicate the rank of certain grades of non-commissioned officers. The Lance Corporal (Gefreiter)⁹ wore a button 25 mm. in diameter on either side of the collar, while Sergeants and First Sergeants wore similarly a button 29 mm. in diameter. These buttons were of the same metal as the other buttons, and bore devices that varied with the different contingents. Thus in Prussia, and incidentally for those contingents which were administered by Prussia,¹⁰ the buttons were embossed with the Prussian¹¹ eagle. In Bavaria the Bavarian lion, in reality a badge, was used. A new button showing the coat of arms of Bavaria held by a single large lion as supporter was to have been issued in 1915. The War prevented their actual introduction, but a number were actually made.¹²

In Saxony and Württemberg the buttons were ornamented by the royal arms, with supporters, while in Hesse and Mecklenburg-Schwerin, the simple coat of arms surmounted by a crown was used. Mecklenburg-Strelitz used a crown. Prior to 1886, the Duchy of Brunswick had on its buttons the old Guelph badge, the horse, with a crown above.¹³

Besides the military personnel of the Army administration, there were a number of so-called Civilian Officials of the Military Administration. These documented their non-military character by having buttons on which were embossed the coats of arms of the state. Prussia and

⁹ Not Corporal, as indicated in the Emilio catalogue. The German Corporal (Unteroffizier) wore no button of this kind.

¹⁰ This includes all those not specifically enumerated above. Baden was one of them, so that the buttons 1147 and 1148 are not military buttons. They most likely were regulation for the Gendarmerie.

¹¹ Not the Imperial eagle as stated in the description of button 1139.

¹² The Bavarian buttons were made in "lefts" and "rights," so that the lion would always face to the front.

¹³ Up to 1886 the Brunswick contingent wore the famous black uniforms of the "Legion of Death," organized against Napoleon in 1809. The buttons on the black laced tunic were of black glass, the company buttons were of metal blackened, except for the figure.

Bavaria had a small coat of arms surmounted by a crown, Saxony a more elaborate one with supporters.

In 1910 there was introduced for the German Army a field uniform of low visibility, which meant, among other things, that the hitherto bright buttons had to vanish. It was a very marked departure from the long standing practice,¹⁴ when the plain button was replaced by an embossed one, which would not reflect the light. The buttons unchanged as to size, etc., bore a crown, or for the Bavarian contingent, a lion. At first these buttons were made of tombac or nickel, with a dull finish, as were also the number buttons and the "Heraldic Buttons." This practice proving, however, not fully satisfactory, the buttons were lacquered, a yellowish bronze, or a grayish color, according to whether the regiment should have yellow or white buttons. With buttons turned out by the tens of millions, there was, of necessity, a considerable variety in appearance. After 1918 the crown was removed, and the plain, unfigured button again appeared, although no longer with the old bright surface.

The Imperial Navy used two designs for its buttons, which were of different colors, according to the branch, and of different sizes, according to their use. The officers' buttons (gilt or silvered) had an anchor, surmounted by the very distinctive Imperial crown, on a lined background within a cable border; the men's buttons had a similar design, but on a plain surface, within a low rim.¹⁵ The Colonial Troops wore buttons on which was embossed the Imperial crown; the "Heraldic Buttons" showed the Imperial eagle.

Mention should finally be made of the buttons used for civil uniforms, if for no other reason than to prevent their being mistaken for military ones. At the beginning of

¹⁴ This practice goes back into the eighteenth century, as all buttons dug up in this country on sites occupied by the German auxiliary troops are, when they cannot be identified as British, unfigured.

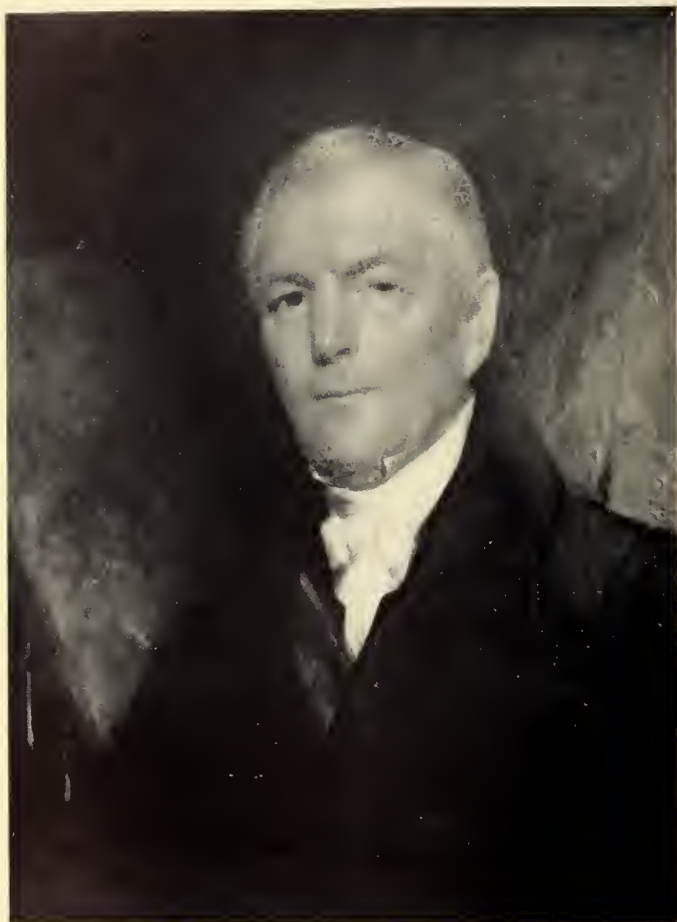
¹⁵ Button 1149 of the Emilio collection is apparently a button of an older model. It might be either an officer's or a man's button. It is interesting to note that a nickel button of the German Navy was manufactured by the Waterbury Button Company during the War.

the nineteenth century, the practice sprung up for every government official to have a uniform, and within certain limits, these uniforms were worn up to 1918. With twenty-five states in Germany, the number of buttons was comparatively large.

There were two main types of buttons, those with the coat of arms of the state, and those with the cipher of the sovereign. Bavaria used its crowned lion, holding a sword and scepter in a paw. The buttons of Imperial officials were embossed with the eagle of the Empire.¹⁶ In Baden and Hesse, all buttons bore the cipher of the Grand-duke, while the other states either used the coat of arms on all buttons, or used it for some categories of officials, and for others used the cipher. In some cases different categories wore armorial buttons, which differ in the elaborateness of the so-called external ornaments. Except for a few isolated cases during the first decades of the nineteenth century, the buttons did not bear any emblems symbolical of the functions of the officials. Municipal officials sometimes wore buttons with the coat of arms of the town, although the plain, unfigured buttons were also extensively used. One rather important fact remains to be mentioned: to my knowledge no button for use on an official uniform¹⁷ had any inscription on it. This, of course, makes the identification of German buttons much more difficult than those of other countries, and consequently has necessitated this description to explain the varieties which comprise the Emilio Collection.

¹⁶ Button 1537 is one of these. The arms are, however, those of the Empire, not of Prussia. Possibly this particular button came from a member of the Diplomatic Service.

¹⁷ The livery buttons of commercial establishments sometimes have inscriptions.



NATHANIEL FROTHINGHAM

No. 102

CATALOGUE OF PORTRAITS IN THE ESSEX
INSTITUTE, SALEM, MASSACHUSETTS.

(Continued from Vol. LXXI, page 80)

98. AMHERST ALDEN FRAZAR, 1804-1876. Oil, by Van der Borcht, Antwerp. Canvas, $26\frac{1}{2}$ in. x 22 in. Young man, half length, face nearly front. Dark hair, white stock, light gray waistcoat, dark coat. Column on right, dark background.

Gift of Miss Kate Frazar, 1911.

Amherst Alden Frazar was born in Duxbury, May 21, 1804, the son of Samuel Alden and Abigail (Drew) Frazar. Removing to Boston in his youth, he became a member of the firm of Cabot and Frazar, ship brokers and commission merchants, but later associated himself in the same business with A. P. Chamberlain, then with Henry T. Daland. Finally his son Douglas became his partner when the firm added real estate to their other ventures. Mr. Frazar married on September 6, 1829, in Keene, N. H., Sarah Drew Bradford, a native of Duxbury, and they resided successively in Boston, Dorchester and Brookline. Mrs. Frazar died in 1863 and Mr. Frazar's death occurred at Lexington, Mass., on March 27, 1876. [See *Middlesex County, Mass. Probate Records*, Docket 3943; Winsor, *History of Duxbury*, p. 260; Whitcomb, *Vital Statistics of Keene, N. H.*, p. 122; *Duxbury Vital Records* (printed), pp. 77, 255; *Lexington Vital Records* (printed), p. 429.]

99. JOHN FRAZAR. Miniature. Measurements, $2\frac{1}{8}$ in. x $2\frac{1}{8}$ in., in oval frame, $2\frac{3}{8}$ in. x $2\frac{7}{8}$ in., over all measurements, $4\frac{5}{8}$ in. x $5\frac{1}{2}$ in. Young man, three-quarters facing left. Red hair, parted on left, black stock, black coat.

Gift of Miss Kate Frazar, 1911.

John Frazar, probably brother of Samuel Frazar. Impossible of further identification. [For Frazar references, see No. 98, Amherst Alden Frazar.]

100. SARAH DREW (BRADFORD) FRAZAR, 1806-1863?
Oil, by Henry Cheeves Pratt. 27 in. x $21\frac{1}{2}$ in.

Half-length figure, seated in red chair. Almost full face. Dark brown hair parted in center, worn high on head. Gold necklace, low neck, light gray satin dress, watch tucked in gray belt, gold belt buckle, small oblong jewelled brooch. Medium brown background.

Gift of Miss Kate Frazar, 1911.

Sarah Drew (Bradford) Frazar was born in Duxbury, November 28, 1806, the daughter of Daniel and Sarah (Drew) Bradford. Her father was also a native of Duxbury, but he removed to Keene, N. H., when a young man. He was interested in civic affairs, serving as selectman for several terms and was also prominent in Masonic circles. Sarah Drew Bradford married on September 6, 1829, at Keene, N. H., Amherst Alden Frazar of Duxbury, who became a prominent commission merchant and ship broker in Boston, which business he conducted for more than fifty years. Mrs. Frazar died in 1863 and her husband passed away in 1876. [See Whitcomb, *Vital Statistics of Keene, N. H.*, pp. 12, 122; Griffin, *History of Keene, N. H.*, p. 548.]

101. CHARLES LYNDE FROTHINGHAM, 1835-1863. Oil, by unknown artist. Canvas, 21 in. x 17 $\frac{1}{4}$ in. Young man, three-quarters head. White shirt, black tie, black coat. Brown hair. Warm brown background.

Purchase, 1929.

Charles Lynde Frothingham was born in Salem, February 9, 1835, the son of Abraham Rand and Anna Maria (Breed) Frothingham. He resided in Baltimore for several years, where he died on May 3, 1863. He was a quartermaster during the Civil War. His remains were brought to Salem and interred in the family tomb in the Howard Street Burying Ground. He was married. [See Wyman, *Charlestown Genealogies*, p. 387; *Salem Vit. Rec.* (printed), vol. 1, p. 326; *Salem City Hall Rec.*, vol. 6, p. 193.]

102. NATHANIEL FROTHINGHAM, 1770-1857. Oil, by Charles Osgood, painted about 1837. Canvas, 29 in. x 24 in. Head and shoulders, face nearly front. Elderly man, gray hair. High collar and white stock, dark brown coat, black silk waistcoat. Red curtain with tassels in background.

Gift of Salem Charitable Mechanic Association, 1923.

Nathaniel Frothingham was born in Charlestown July 8, 1770, the son of Joseph Frothingham and his second wife, Deborah (Rand). He learned the trade of a coach maker in Boston, but removed to Salem in 1794, occupying successively shops on Brown and Federal Streets. He married on July 2, 1795, in Malden, Hannah Lynde, who died in Salem, September 29, 1805. Mrs. Polly (Whipple) Harding was his second wife, whom he married at Hamilton on October 5, 1806. She was the daughter of John Whipple of Ipswich and Hamilton and the widow of Capt. Isaac Harding of Charlestown. Capt. Harding died at Hamilton March 27, 1801. Mr. Frothingham was prominent in Salem's civic life, serving upon the Board of Health, also as Selectman and Fire Warden. He was a charter member of the Salem Charitable Mechanic Association, being its first Vice President and its President in 1830-1832. For several terms he represented Salem in the State Legislature. He was instrumental in bringing to Salem the first Universalist preacher, John Murray, and was foremost in erecting the Universalist house of worship in Salem, in which society he held the offices of Deacon, treasurer and clerk for many years. He died in Salem on November 15, 1857. Mrs. Polly Frothingham passed away at Salem, April 16, 1861. [See Wyman, *Charlestown Genealogies*, p. 387; *Essex Inst. Hist. Colls.*, vol. 42, p. 6; *Malden Vit. Rec.* (printed), p. 234; *Constitution of the Salem Charitable Mechanic Association* (pub. 1857), p. 47; *Hamilton Vit. Rec.* (printed), pp. 55, 57, 94; *Salem City Hall Rec.*, vol. 6, pp. 143, 174; *Salem Gazette*, issues of Nov. 17, 20, 1857; *Willis Address delivered at the Universalist Church*, 1859, *Appendix*, pp. 64-82.]

103. PETER FRYE, 1723-1820. Pastel, by S. P. Cutts. Canvas, 25 in. x 21 in. Three-quarters face, Attired in gray wig, gray coat and yellow vest. *Gift of Peabody Museum, 1914.*

Peter Frye was born in Andover February 1, 1723, the son of Samuel and Sarah (Osgood) Frye. He was graduated from Harvard College with the class of 1744 and three years later removed to Salem to teach the grammar school as a successor to Master John Nutting. On May 2, 1751, he was united in marriage to Love Pickman, daughter of Benjamin and Love (Rawlins) Pickman. About this time he ventured into mercantile fields, and he soon became a successful merchant and prosperous ship owner. Politics also engaged his attention and in 1767 he was chosen to represent Salem in the General Court. His predilections, however, were from the first towards the King and against the cause of the people and he was not re-elected. Subsequently he became Colonel of the Essex County Militia, Justice of the Peace, Judge of the Inferior Court of Common Pleas and in 1773, Registrar of Probate. The next year his dwelling house on Essex Street was with others destroyed by fire, probably of incendiary origin. In 1775 Col. Frye suddenly disappeared from Salem, sailing for Camberwell, near London, England. With the exception of his daughter, Love, who with her husband, Dr. Peter Oliver, accompanied her father to England, Col. Frye's wife and other children remained at Salem, loyal to the American cause. Col. Frye resided at Camberwell until his death, which occurred on his birthday in 1820, at the great age of ninety-seven years. He is buried in St. Giles' Churchyard, Camberwell. His wife died at Salem, in February, 1809. [See Barker, *Frye Genealogy*, pp. 57, 58; *Essex Inst. Hist. Colls.*, vol. 3, p. 152; *Salem Vit. Rec.* (printed), vol. 3, pp. 389, 390, vol. 5, p. 264; *Andover Vit. Rec.* (printed), vol. 1, p. 162, vol. 2, p. 144; Osgood, *History of the Families of John, Christopher and William Osgood*, pp. 14, 88; Sabine, *Loyalists of the American Revolution*, vol. 1, p. 449.]

104. LUCY (DERBY) FULLER, 1851-1925. Oil, by Rosamond Smith Bouvé. Canvas, 45 in. x 34 in. Seated figure, hair worn pompadour. Blouse and gray skirt, tie worn at neck, hands folded in lap. Holds flowers. Table at left, red curtain at right. Mottled bluish background.

Gift of Mrs. Hester Thackeray Fuller, 1931.

Lucy (Derby) Fuller was born July 15, 1851, the daughter of Elias Hasket and Eloise Lloyd (Strong) Derby. Her father was a native of Salem, although for many years a resident of Boston, and her mother was the daughter of George W. and Angelina Strong of New York. Lucy Derby was the first wife of Rev. Samuel Richard Fuller, an Episcopal clergyman. She was for some time a member of the Essex Institute. Her death occurred at Nantucket, on September 3, 1925, and her husband passed away in December, 1929. [See Dwight, *History of the Strong Family*, vol. 1, p. 634; *Essex Inst. Hist. Colls.*, vol. 3, p. 289; *Essex Institute Membership Files*; *Salem Evening News*, issue of Sept. 5, 1925.]

GARDNER, ELIZABETH, see STEVENS, ELIZABETH (GARDNER) DABNEY-BRIDGES.

GARDNER, LUCY, see IVES, LUCY (GARDNER).

GEDNEY, DEBORAH, see CLARKE, DEBORAH (GEDNEY).

105. ABIGAIL GERRISH, 1743—. Group, oil portrait, with her grandmother, Abigail (Flint) Holloway-Gerrish. Painted by John Greenwood, about 1750. Canvas, 28½ in. x 27½ in. ABIGAIL GERRISH, a young child in a pink dress. Dark brown hair and curls. Black velvet collar, gold ornament. Child's left hand is held by the left hand of the figure on the right. Dark brown background. ABIGAIL (FLINT) HOLLOWAY-GERRISH, 168[-]-1750. Oil portrait, painted with her granddaughter, Abigail Gerrish. Three-quarters length. Elderly woman seated in high-backed chair. White frilled cap, gray dress, linen

undersleeves. Sleeveless dark gray garment over her dress, also a pointed black shoulder cape.

Gift of Mrs. Francis H. Lee, 1916.

Abigail Gerrish was born in Salem, January 16, 1743, the daughter of Benjamin, jr., and Margaret (Cabot) Gerrish. She married on July 26, 1795, as his second wife, Benjamin Carpenter, whose first wife was her sister, Esther Gerrish, who died July 28, 1794. Benjamin Carpenter was a sea captain and a soldier in the Revolution. He died in Cambridge in 1823. His third wife was Mrs. Deborah (Austin) Lee.

Abigail (Flint) Holloway-Gerrish was the daughter of Edward and Elizabeth (Hart) Flint. She married in Salem, on June 9, 1704, Edward Holloway, who lived but a short time. She was then married to Benjamin Gerrish on December 25, 1712. He was the son of Benjamin and Hannah (Ruck) Gerrish. His death occurred on October 6, 1762, and she passed away September 13, 1750. They had one child, Benjamin Gerrish, jr., who was born July 7, 1714.

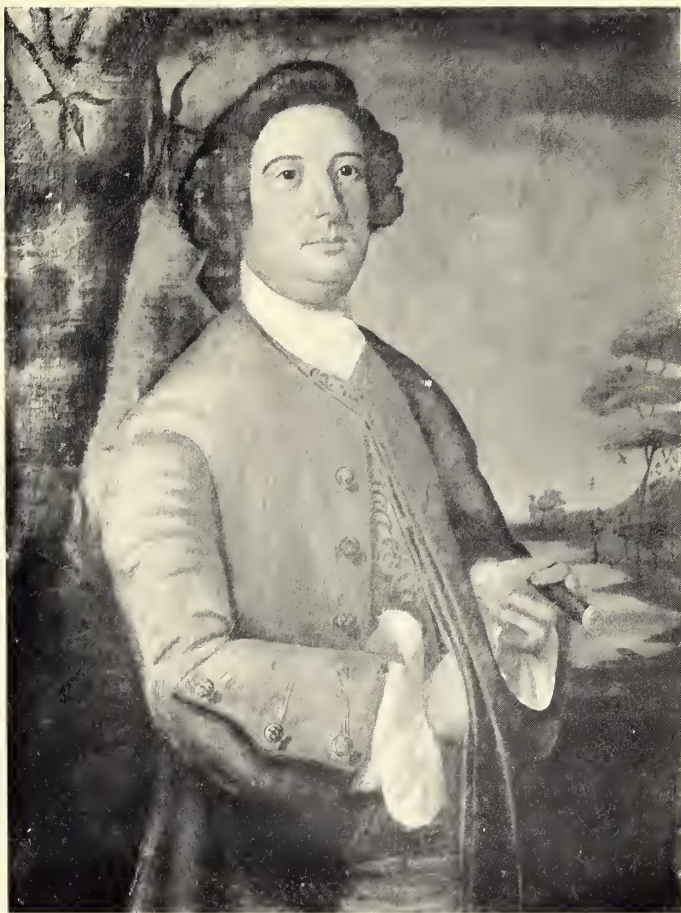
[See Perley, *History of Salem*, vol. 2, p. 20, vol. 3, p. 102; *Salem Vit. Rec.* (printed), vol. 1, p. 349, vol. 3, pp. 366, 411, vol. 5, pp. 139, 277; *Essex Inst. Hist. Colls.*, vol. 3, p. 143, vol. 5, p. 29; *Essex Co. Probate Records*, docket 9617.]

GERRISH, ABIGAIL (FLINT) HOLLOWAY-GERRISH,
see GERRISH, ABIGAIL.

106. BENJAMIN GERRISH, 1714-1752. Oil, by John Greenwood. Canvas, 28½ in. x 27½ in. Three-quarters length, face nearly front. Dark brown wig, white stock, drab coat, figured gray waistcoat, linen cuffs. Right hand in waistcoat. Silver-headed cane under left arm and held in left hand. Huntsman in red coat and flock of birds in background to right, tree on left.

Gift of Mrs. Francis H. Lee, 1916.

Benjamin Gerrish was born in Salem July 7, 1714, the son of Benjamin and Abigail (Flint) Holloway-Gerrish.



BENJAMIN GERRISH

No. 106

He was graduated from Harvard College in the class of 1733 and married on January 7, 1736-7, Margaret Cabot, daughter of John and Anna (Orne) Cabot. Their home was on the north side of Essex Street near the present North Church in Salem. This land was formerly part of the orchard belonging to Thomas Maule, the famous Quaker. Benjamin Gerrish was a successful merchant and trader in Salem. He died in 1852, probably abroad. [See *Salem Vit. Rec.* (printed), vol. 1, pp. 306, 349, vol. 2, p. 510; Briggs, *Cabot Genealogy*, p. 42; *Essex Inst. Hist. Colls.*, vol. 5, pp. 28, 29.]

GERRISH, ESTHER, see CARPENTER, ESTHER (GERRISH).

107. MARGARET (CABOT) GERRISH, 1713-1789. Oil, by John Greenwood. Canvas, 28½ in. x 27½ in. Three-quarters length, face nearly front, dark brown curling hair. Light brown low-necked dress with linen frill, linen undersleeves, dull blue wrap. Small pin ornament on dress. Rose in left hand. Dark brown background on right, landscape on left. Sky, hill, house and tree in middle distance.

Gift of Mrs. Francis H. Lee, 1916.

Margaret (Cabot) Gerrish was born in Salem, June 14, 1713, the daughter of John and Anna (Orne) Cabot. She married on January 7, 1736-7, Benjamin Gerrish, son of Benjamin and Abigail (Flint) Holloway-Gerrish, and died in Salem, August 13, 1789. Her husband was a successful merchant in Salem. He died in 1752, probably abroad. [See *Salem Vit. Rec.* (printed), vol. 1, p. 151, vol. 3, p. 181, vol. 5, p. 277; Briggs, *Cabot Genealogy*, vol. 1, pp. 37, 42.

108. NATHANIEL GERRY, 1783-1835. Miniature, by unknown artist in water color on paper. Measurements, 2¾ in. x 2¾ in., oval. Profile, facing left. White stock, frilled shirt front, dark coat. Light warm background.

Gift of Mrs. Ellen A. Stone, 1889.

Nathaniel Gerry was born, probably in Salem, about 1783. His parentage has not yet been fully identified. He married Nancy R. Berry on September 28, 1813, in Salem, where he resided for a short while and where their infant son died in 1821. Another son was Nathaniel Harris Gerry, who was a printer and newspaper correspondent and whose wife was Elizabeth Bridge Whitcomb of Lexington. Nathaniel Gerry died at the age of fifty-two years and was buried in Cambridge, March 4, 1835. [See Hudson, *History of Lexington*, vol. 2, p. 745; *Cambridge Vit. Rec.* (printed), vol. 2, p. 570; *Salem Vit. Rec.* (printed), vol. 3, p. 412, vol. 5, p. 278.]

109. JOHN GIBAUT, 1768-1805, aged fourteen years. Pastel, by unknown artist. Canvas, 21½ in. x 14¾ in. Half-length portrait of boy, three-quarters to right. Black stock, bluish-green coat and waistcoat. Ornamental buttons. Book under right arm, right hand inside waistcoat. Dark gray background.

Gift of Benjamin Barstow, 1891.

John Gibaut was born in Salem in 1768, the only child of Capt. Edward Gibaut, a native of the Isle of Jersey, and his first wife, Sarah (Crowninshield) Gibaut. The family home was on Essex Street, near Union Street, in Salem. He was fitted for college at Dummer Academy, but his early years were handicapped by ill health, so through the good offices of his friend, Dr. William Bentley, he obtained leave of absence from Harvard College, which he had just entered, and made a long sea voyage by which he was greatly benefitted. He was graduated from Harvard College, however, in the class of 1786 and followed the sea for a short time before engaging in mercantile pursuits. He was master and part owner of the 313 ton ship *Borneo* in 1799 and commanded the ship *Astrea* on her memorable voyage from Madras to Pegu, where his vessel was seized by the Sultan of the latter place and used as a transport to Siam, while Captain Gibaut and his second mate were held as hostages. Upon his retirement from active service at sea he pur-



MRS. MARGARET (CABOT) GERRISH
No. 107

chased a farm at Gloucester, whither he removed with his father. He was appointed Collector of the Port of Gloucester about 1801, as a reward for his loyalty to Mr. Jefferson. He died, unmarried, on August 10, 1805, at the age of thirty-eight years. Dr. Bentley describes him as "a scholar, a gentleman and a man of sterling worth." [See Putnam, *Salem Vessels and Their Voyages*, vol. 2, p. 57; Babson's *History of Gloucester*, p. 502; Bentley, *Diary*, vol. 1, p. 36, vol. 2, pp. 89, 125, vol. 3, pp. 57, 181, 302, vol. 4, pp. 336, 515; *Essex Inst. Hist. Colls.*, vol. 4, p. 81; *Salem Vit. Rec.* (printed), vol. 3, p. 412; Felt, *Annals of Salem*, vol. 2, p. 296.]

110. BENJAMIN GOODHUE, 1748-1814. Oil, by George Southward, after J. Wright. Canvas, 29 in. x 24 in. Three-quarters length, face nearly front. Seated position with right arm resting on back of chair, right hand hangs loosely. Dark hair in short straight bangs on forehead. White stock, white cuff shows at hand. Dark brown coat, open, shows a large expanse of gray waistcoat. Dark warm background.

Gift of Mrs. Sarah Goodhue King, 1895.

Benjamin Goodhue was born September 20, 1748, the son of Benjamin and Martha (Hardy) Goodhue. He was graduated from Harvard College in the class of 1766 and soon afterwards removed to Philadelphia, where he became a successful merchant. During the Revolution, however, he was again in Salem and was part owner of several privateers, among them the schooner *True American* and the brigantine *Sturdy Beggar*. He was a bonder in the schooners *Gen. Gates* and *Harlequin* and the ship *Rhodes*. He was also one of the volunteers from Salem in the Rhode Island expedition in 1778. Besides representing his state in the first, second and third Congresses, he was Senator from December 6, 1796, until his resignation in 1800, holding also many other offices of importance in state and national life. Assisted by Mr. Fitzsimmons of Philadelphia, he was instrumental in forming a code of revenue laws, the majority of which have never been

abrogated. His first wife, whom he married on January 6, 1775, was Frances Richie of Philadelphia, born June 27, 1751. She died at Salem January 21, 1801. He married, second, on November 25, 1804, Annie Willard of Lancaster, Massachusetts, who was born August 20, 1763, the daughter of Abijah and his second wife, Annie (Prentice) Willard. She survived her husband and died on August 2, 1858. Mr. Goodhue passed away at Salem July 28, 1814. [See Allen, *Mass. Privateers of the Revolution*, pp. 144, 164, 264, 290, 306; *Biographical Congressional Dictionary*, p. 557; Goodhue, *Goodhue Genealogy*, pp. 20, 33; *Essex Inst. Hist. Colls.*, vol. 15, p. 305; Johnson and Malone, *Dictionary of American Biography*, vol. 1, p. 386; Drake, *Dictionary of American Biography*, p. 367.]

111. JONATHAN GOODHUE, 1783-1848. Oil, painted on panel by unknown artist. Panel, 29 in. x 24 in. Half length, face nearly front. Dark brown hair, high white collar and stock. Dark coat buttoned up. Dark background.

Gift of Mrs. J. F. de Peyster, 1861.

Jonathan Goodhue was born in Salem June 21, 1783, the son of Benjamin and his first wife, Frances (Richie) Goodhue. At the age of fifteen he entered the counting room of John Norris of Salem, who was extensively engaged in the East Indian and European trade, and there laid the foundation of his future business success. Mr. Norris, five years later, expressed his confidence in young Goodhue by sending him as supercargo to Aden, Arabia, and afterwards to Calcutta. In 1807 Mr. Goodhue entered New York's mercantile life and became connected with the commerce of Europe, the East Indies and South America. In these ventures he prospered exceedingly, becoming eventually one of the great merchant princes of his time. His purity of character, simple living and great benevolence caused him to be beloved of all who knew him and his business acumen and strict honesty gained the respect of his associates in the commercial world. He married on April 24, 1813, Catherine Rutherford Clark-



JONATHAN GOODHUE

No. 111

son, daughter of Gen. Matthew Clarkson, Revolutionary soldier and philanthropist, and his second wife, Sarah (Cornell) Clarkson. Mr. Goodhue died in New York, November 24, 1848. His funeral was attended by all classes of society who thronged to do honor to him who vindicated the honor of common life and typified the model Christian merchant. [See Hunt, *Lives of American Merchants*, vol. 1, p. 345; *N. Y. Gen. and Biog. Rec.*, vol. 11, pp. 156, 157; *Salem Vit. Rec.* (printed), vol. 1, p. 370, vol. 5, p. 286; Johnson and Malone, *Dictionary of American Biography*, vol. 4, p. 166; Goodhue, *Goodhue Genealogy*, p. 56.]

112. ANN MARIA GOODRIDGE, 1826—. Oil, by unknown artist. Canvas, 30 in. x 25 in. Portrait of a young woman, nearly full face. Attired in dark dress with plaid shawl draped around arms. Hands folded in lap. Landscape background on right.

Gift, about 1915.

This portrait is impossible of identification. It is not unlikely that she was the sister of William Sargent Goodridge (No. 113), as the portraits were received at the same time.

113. WILLIAM SARGENT GOODRIDGE, 1825-1853. Oil, by unknown artist. Canvas, 30 in. x 25 in. Young man, nearly full face. Dark coat, blue bow tie, turned over white collar. Window in background through which foliage can be seen.

Gift, about 1915.

William Sargent Goodridge was born in Boston on June 17, 1825, the son of Samuel W. and Nancy B. (Sargent) Goodridge. His father was a cooper and carried on his business in Boston for many years. The family home was on Carver Street. William S. Goodridge and his wife, Sarah E., also resided here and Mr. Goodridge was a merchant's clerk at 129 Washington Street, Boston, until his death, which occurred on June 19, 1853. His mother, Nancy B. Goodridge, survived him, but died be-

fore 1895 at the family home in Boston. [See *Suffolk County Probate Records*, Dockets 38549, 74033, 31214; *Boston Directories*, 1835-1853.]

114. DEBORAH RAND GRANT, 1803-1885. Oil, by J. Harvey Young in 1847. Canvas, 12 $\frac{1}{8}$ in. x 9 $\frac{3}{4}$ in. Quarter life size, three-quarters length. Head turned to left, dark hair parted in center, dark dress. Figure seated in pink upholstered armchair. Right arm rests on chair arm, left hand clasps right. Green curtain to left, landscape through window on right.

Gift of Miss Maria Grant, 1922.

Deborah Rand Grant was born in Salem on January 13, 1803, the daughter of John and Mary (Reeves) Grant, who were married on October 6, 1795, in Salem. The family home was at 98 Federal Street, where she died, unmarried, on March 16, 1885, at the age of eighty-two years. [See *Salem City Hall Records*, vol. 15, p. 142; *Salem Vit. Rec.* (printed), vol. 3, p. 440.]

115. ESTHER (POPE) GRANT, 1790-1880. Oil, by Charles Osgood, 1829. Canvas, 25 in. x 30 in. Seated figure, three-quarters face. Brown hair, parted in center, curled on either side. White ruffled cap with ties. Dark dress with lace collar and ruching at wrists. Right arm on arm of chair, right hand holds scarf. Blue chair, warm brown background.

Gift of Heirs of Caroline Grant, 1918.

Esther (Pope) Grant was born on October 27, 1790, the daughter of Eleazar and Esther (Buxton) Pope. She married on May 5, 1813, at Salem, Henry Grant, merchant, son of Joshua, jr., and Hannah (Rollings) Grant. The family home was at 9 Boston Street, where Mrs. Grant died on October 9, 1880. Henry Grant passed away at New Orleans November 16, 1843. [See *Salem City Hall Records*, book 15, p. 82; Pope, *The Pope Family*, p. 307; Perley, *History of Salem*, vol. 1, p. 387; *Salem Vit. Rec.* (printed), vol. 3, p. 440, vol. 5, p. 293.]

116. HENRY GRANT, 1786-1846. Oil, by ——— Alexander, New Orleans, 1829. Canvas, 25 in. x 30 in. Three-quarters face, seated figure, right arm resting on arm of chair. Dark coat, thick hair, high white collar and stock.

Gift of Heirs of Caroline Grant, 1918.

Henry Grant was born at Salem, November 2, 1786, the son of Joshua, jr., and Hannah (Rollings) Grant. He married on May 5, 1813, at Salem, Esther Pope, daughter of Eleazer and Esther (Buxton) Pope. Henry Grant was a merchant in Salem, a charter member of the Salem Charitable Mechanic Association, and was listed as a chairmaker. In 1835 he was sole owner of the 122 ton brig, *Two Sisters*, which was built in Kingston, and of which Edward Sprague was master. Mr. Grant was for some years a member of the Salem Marine Society. He died at New Orleans on November 16, 1843. [See *Salem Marine Society, Laws and Lists of Members*, pub. 1914, p. 148; *Essex Inst. Hist. Colls.*, vol. 42, pp. 32, 93; Perley, *History of Salem*, vol. 1, p. 387; *Salem Vit. Rec.* (printed), vol. 1, p. 379, vol. 3, p. 440, vol. 5, p. 293; *Constitution Salem Charitable Mechanic Association*, pub. 1823, p. 19.]

117. GEORGE GREENE. Oval miniature, by unknown artist, in gold locket with enamel back containing hair. Measurements, 2½ in. x 2 in. Half length, face two-thirds front. Gray hair, white stock, orange scarf which shows under white waistcoat. Dark blue coat with metal buttons. Medium gray background.

Gift of Mrs. Francis H. Lee, 1915.

George Greene was a resident of the island of Antigua in the West Indies and was a music master by profession. He became the instructor of Harriet Paine Rose, who married John C. Lee of Salem. Harriet Rose was the daughter of Joseph Warner Rose, who was a British Consul at Antigua early in the 19th century. Her mother was Harriet Paine. It has been found impossible to learn Mr. Greene's parentage or to further identify him. [See

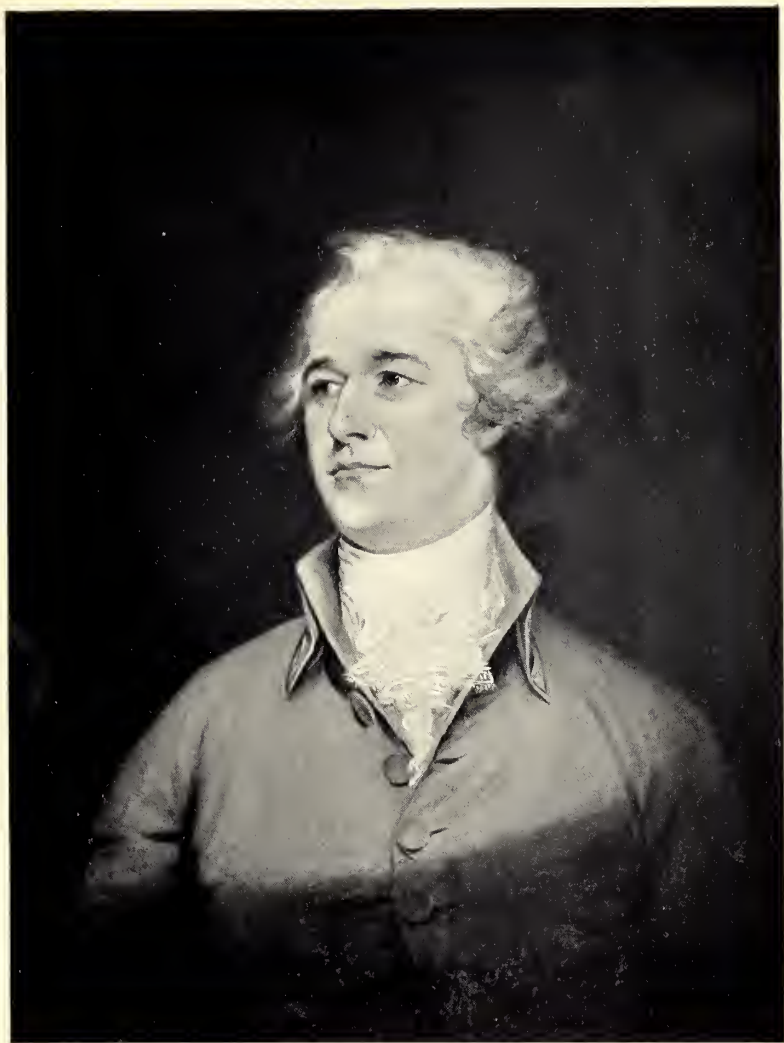
Essex Inst. Hist. Colls., vol. 15, p. 49; *Information furnished by Miss Alice B. Willson*, 28 Chestnut Street, Salem.]

118. ALEXANDER HAMILTON, 1757-1804. Oil, by John Trumbull, in 1792. Canvas, 30 in. x 24 in. Three-quarters head, face looking right, half length. Gray hair, lace cravat, gray coat, open at neck. Shadow across lower part of picture. Dark background.

Gift of George A. Ward, before 1848.

Alexander Hamilton was born in Nevis, a British Colony of the Leeward Islands, West Indies, on January 11, 1757. His father, James Hamilton, was a Scottish merchant and his mother, Rachel Faucette, the daughter of a French Huguenot physician and planter of Nevis. Hamilton's early education was somewhat desultory, but he finally entered King's College (now Columbia) in 1773. His career here was interrupted by the oncoming of the Revolution in which he engaged, serving with distinction and becoming aide-de-camp to Washington. With the surrender of Cornwallis, Hamilton retired, having served a term in the Continental Congress, to devote himself to the law, but political influence led to his appointment as Secretary of the Treasury in 1789. His alliance in marriage with Elizabeth, daughter of Gen. Philip Schuyler, in December, 1780, connected him with one of New York's richest and most influential families and was the source of much assistance in furthering his desires for public service. His brilliant career was terminated by the duel in which he engaged with Aaron Burr and in which he fell mortally wounded, on July 10, 1804, at Weehawken, New Jersey. His wife died in Washington, D. C., on August 9, 1854. [See Malone, *Dictionary of American Biography*, vol. 8, p. 171; Drake, *Dictionary of American Biography*, p. 401.]

119. MARGARET (BISHOP) HARRINGTON, 1795-1856. Oil, by — Alexander. Canvas, 29½ in. x 24½ in. Portrait of elderly lady, head and



ALEXANDER HAMILTON

No. 118

shoulders, nearly full face, dark eyes. White cap with ties, white embroidered collar, dark dress and background.

Gift of Dr. Alice M. Patterson, 1931.

Margaret (Bishop) Harrington was born at Salem, February 6, 1792, the daughter of Samuel and Margaret (Cox) Bishop. She married, at Danvers, on June 11, 1815, Jonas Bond Harrington, a farmer and gardener, who was born at Salem, August 22, 1792, the son of Charles and Ruth (Bond) Harrington. Jonas B. Harrington and his wife resided at 16 Beaver Street, Salem, where he died on October 28, 1874. She passed away on July 6, 1856. [See *Salem Vit. Rec.* (printed), vol. 1, pp. 405, 406, vol. 3, p. 112; *Danvers Vit. Rec.* (printed), vol. 1, p. 166, vol. 2, p. 128; *Salem City Hall Records*, book 6, p. 132, book 15, p. 9.]

HARRINGTON, MARY BOND, see PATTERSON, MARY BOND (HARRINGTON).

120. WILLIAM HENRY HARRISON, 1773-1841. Oil, by Abel Nichols, Danvers, 184-. Canvas, 36 in. x 30 in. Half length, head turned to right, seated figure, arms folded. Black stock and coat. Index finger of right hand pointing to right. Dark background.

Gift of Stephen H. Phillips, 1864.

William Henry Harrison, ninth President of the United States, was born at the plantation of Berkley, Charles Co., Virginia, on February 9, 1773. He was the son of Benjamin Harrison, Revolutionary statesman, one time Governor of Virginia, and his wife, Elizabeth (Bassett), also of a distinguished Virginia family. Mr. Harrison was educated at Hampton-Sidney College and for a time studied medicine, but soon entered the army, serving in the Northwest Territory against the Indians. He was later elected a delegate to Congress and superintendent of Indian affairs and at one time Minister to the Republic of Colombia. Always much interested in politics, this interest, together with his military prowess and popularity gained for him his election to the Presidency of the United

States, to which he was chosen in 1840. He lived but a month after his inauguration, passing away on April 4, 1841, at Washington, D. C. His wife, whom he married in 1795, was Anna, daughter of John Cleves Symmes, eminent jurist of New Jersey. Mrs. Harrison died on February 26, 1864, at Northbend, Ohio, which had been the residence of herself and Mr. Harrison for much of their married life. [See Malone, *Dictionary of American Biography*, vol. 8, pp. 330, 348; Drake, *Dictionary of American Biography*, pp. 412, 888.]

HATHORNE, RACHEL, see FORRESTER, RACHEL (HATHORNE).

121. NATHANIEL HAWTHORNE, 1804-1864. Oil, by Miss H. Frances Osborne, from a photograph. Canvas, 30 in. x 21 in. Seated figure, young man, three-quarters head, heavy gray hair, dark moustache. Gray hat held in left hand. Dark background.

Gift, unknown date.

122. NATHANIEL HAWTHORNE, 1804-1864. Oil, by Henry Inman, about 1835. Canvas, 7 in. x 6 in. Bust, three-quarters face, left. Long, thick brown hair, white collar, black stock. Gray background.

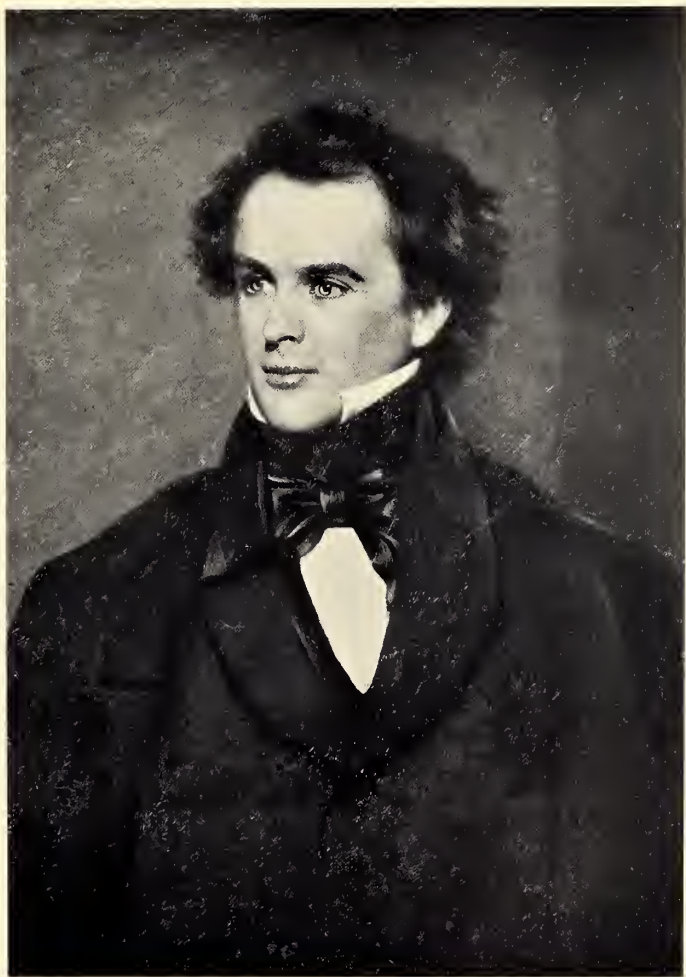
Purchase, 1922.

123. NATHANIEL HAWTHORNE, 1804-1864. Oil, by Charles Osgood. Canvas, 29½ in. x 24½ in. Half length, face two-thirds front, eyes looking towards the left. Thick dark hair, black stock, dark coat and waistcoat. Neutral dark background.

Gift of Richard C. Manning, 1933.

124. NATHANIEL HAWTHORNE, 1804-1864. Oil, copy of above portrait by Osgood, painted by Mrs. A. Clive Edwards. Description same as No. 123. Deposited at the Salem Athenaeum.

Purchase, 1930.



NATHANIEL HAWTHORNE

No. 123

Nathaniel Hawthorne, the great romancer, was born July 4, 1804, at Salem, the son of Nathaniel and Elizabeth Clarke (Manning) Hawthorne. He early developed a love for literature and at the age of fourteen was familiar with Shakespeare, Milton and other writers of poetry and romance. After the death of his father he lived for a time with his uncles at Raymond, Maine, but fitted himself later at Salem for Bowdoin College, from which he was graduated in 1825. His early literary efforts were short stories which were published in various newspapers and magazines. He also edited several compilations. His later and more mature works, *The House of Seven Gables*, *The Scarlet Letter*, *Mosses from an Old Manse*, etc., are too well known to require more than a passing mention here. Upon the advice of friends Hawthorne tried his hand at politics and in 1839 secured a position as weigher and gauger at the Boston Custom House, but resigned his post to remove to West Roxbury, where he invested a large portion of his savings in the Transcendentalist movement, whose devotees founded Brook Farm. Soon disappointed in life at the Farm, he lost his interest and removed to Concord, Massachusetts, with his wife, the charming Sophia Amelia Peabody, whom he married on July 9, 1842, and to whom he was always devotedly attached. Still restless in spirit, Hawthorne removed his family to Salem, where, in 1845, he secured the appointment of Surveyor of the Port, but was summarily dismissed when the Democrats went out of power in 1849. Lenox, West Newton and Concord successively claimed his residence and he also lived for several years abroad, serving as United States Consul to Liverpool. In failing health after his return to America, he made a carriage trip with his intimate friend, Franklin Pierce, which proved too much for his slender vitality and he died in his sleep at Plymouth, N. H., on May 18, 1864. Mrs. Hawthorne's death occurred in the spring of 1871 at London, England. She was buried in Kensal Green Cemetery. [See *Salem Gazette*, issue of March 3, 1871; Malone, *Dictionary of American Biography*, vol. 8, p. 424; Drake, *Dictionary of American Biography*, p. 418; *Salem Vit. Rec.* (printed), vol. 1, p. 414.]

125. WILLIAM HAYMAN, 1817-1855. Oil, by A. H. Bicknell. Canvas, 30 in. x 24 in. Half length, face nearly front. Bushy dark hair, beard on sides of face and under chin, lips and cheeks shaven. Black stock, dark coat, warm dark background.

Gift of Mrs. Phoebe C. Goodwin, 1907.

William Hayman was born in Salem, April 25, 1817. His father was Capt. John Hayman, a native of England and one of the survivors of the ill-fated ship *Margaret*, which was wrecked in 1810. Capt. John Hayman was afterwards master of the brigs *Betsey*, *Cambridge*, *Fenelon*, *Mary Helen*, *Ontario* and *Pamelia*. His wife was Abigail, daughter of George and Margaret West. William Hayman removed to Boston and established himself in business as a tailor at 96 Washington Street. He married Phebe C. Berry and they resided on Allston and Bowdoin Streets in Boston. He died in Somerville, July 18, 1855, and on February 1, 1860, his widow married Horace Goodwin of Hartford, Connecticut, as his second wife. [See *Salem Vit. Rec.* (printed), vol. 1, p. 416, vol. 3, p. 480; *Salem City Hall Records*, vol. 6, pp. 123, 146; *Essex Inst. Hist. Colls.*, vol. 3, p. 258, vol. 39, p. 203, vol. 40, pp. 51, 189, vol. 41, pp. 145, 164; Goodwin, *Goodwin Genealogy*, p. 126; *Essex Co. Probate Records*, Docket 42019; *Salem Register*, issues of July 23, 1855, Sept. 6, 1869; *Boston Directories*, 1853-1856.]

126. ENOS HITCHCOCK, 1744-1803. Oval miniature, by unknown artist. Measurements, $2\frac{3}{4}$ in. x $2\frac{1}{4}$ in. Half length, face nearly front. Wears black coat and clergyman's neck band.

Gift, unknown date.

Rev. Enos Hitchcock was a native of Brookfield, Massachusetts, and was born on March 7, 1744, the son of Peletiah and Sarah (Parsons) Hitchcock. He was graduated from Harvard College in 1767 and was accorded the degree of D. D. at Brown University in 1788. On June 13, 1771, he was united in marriage to Mrs. Achsah Jordan, daughter of Caleb and Priscilla (Allen) Upham.

The same year he was ordained Colleague-Pastor at Beverly, to supply the Second Parish and to assist the Rev. John Chipman, who was its first incumbent. Mr. Chipman died in 1775 and Mr. Hitchcock continued in charge until 1777. He then obtained a substitute pastor and entered the Revolutionary army as chaplain where he remained until the termination of the war, finishing his patriotic service as chaplain in Gen. Patterson's brigade. At this time he was called to the pastorate of the First, or Benevolent, Congregational Church in Providence, R. I., from which pulpit he had occasionally preached while in the Army. He remained at Providence for twenty years and his death occurred there on February 26, 1803. He was a member of the Society of the Cincinnati, and was a learned divine and zealous in the cause of free schools. He published a book of instructions for children entitled *Charles Worthy, or The Memoirs of the Blooms-grove Family*, also a work on education, in two volumes. Mrs. Hitchcock passed away on May 5, 1801, and their adopted daughter, Martha H. Jordan, died on May 12, 1803. [See Arnold, *Vit. Rec. of Rhode Island*, vol. 13, pp. 488, 541; *Rhode Island Hist. Soc. Publications*, vol. 7, p. 87; *Truro Vit. Rec.* (printed), p. 108; Hitchcock, *Hitchcock Genealogy*, p. 424; Stone, *History of Beverly*, pp. 268, 274, 280; *Beverly Vit. Rec.* (printed), vol. 2, p. 163.]

127. STEPHEN PHIPPEN HILL, 1806-1884. Miniature, oval, in square frame. Unknown artist. Measurements, $3\frac{3}{8}$ in. x $2\frac{1}{2}$ in. Half length, face nearly front. Reddish hair, brushed back over forehead and toward the face above the ears. Black stock and coat. Warm brownish background. *Gift of Mrs. Ruth S. Andrews, 1888.*

Rev. Stephen Phippen (Percival) Hill was born in Salem, April 17, 1806, the son of John and Elizabeth (Browne) Hill. In early life he was known as Phippen Hill, but later his name was legally changed to Stephen Percival Hill. He obtained his early education in Salem and intended to study law, but so strong were his convictions that he was intended for the ministry, he began, at

the age of seventeen years, to preach among the colored people, being associated with the Rev. George Dana Boardman. After two years at Waterville (now Colby) College, he was graduated from Brown University with the class of 1829, and in 1832 from Newton Theological Seminary. His first pastorate was the First Baptist Church at Haverhill, but ill health compelled his removal to a southern climate. After a short stay at Georgetown, South Carolina, he took charge of the First Baptist Church at Baltimore, where he remained for seventeen years, removing then to the charge of the First Baptist Church in Washington, D. C. Here he labored until his resignation in 1861, preaching often in colored Baptist churches whose parishes could not afford settled ministers. Dr. Hill was the author of several monographs, many poems, a collection of hymns entitled *Christian Melodies* and various newspaper and magazine articles. He married Ellen Corcoran, the sister of William W. Corcoran, the wealthy and famous Washington philanthropist. Mrs. Hill died in 1879 and Rev. Dr. Hill passed away at Washington on September 15, 1884. [See *Salem Vit. Rec.* (printed), vol. 3, p. 498; *Salem Register*, issues of Sept. 16, 18, 1884, May 19, 1879.]

128. JOSEPH HILLER, JR., 1777-1795. Miniature, by unknown artist. Oval. Measurements, $1\frac{3}{4}$ in. x $1\frac{3}{8}$ in. Head and shoulders, face nearly front. Dark blue coat, white stock and ruffled shirt. Light background.

Gift of Heirs of Miss Mary S. Cleveland, 1910.

Joseph Hiller, jr., was born at Salem, June 21, 1777. His parents were Maj. Joseph and Margaret (Cleveland) Hiller, the latter born in Medford, the daughter of Aaron and Susanna (Porter) Cleveland. Major Hiller was a native of Boston and in early life a silversmith. At the outbreak of the Revolution he became an officer in the army and enjoyed the confidence of Washington, through his patronage becoming, in 1784, the Collector of the Ports of Salem and Beverly. Joseph Hiller, jr., the subject of this sketch, inherited his father's early artistic temperament, but before these talents had been allowed

their full fruition he was drowned at sea, being lost overboard from the ketch *John*, Jonathan Derby, commander, near the Cape of Good Hope, on August 22, 1795. [See Cleveland, *Cleveland Genealogy*, vol. 1, p. 234; *Essex Inst. Hist. Colls.*, vol. 4, p. 11, vol. 10, p. 65, vol. 43, p. 1; *Salem Vit. Rec.* (printed), vol. 5, p. 330.]

129. ELIZA AMANDA (KING) HOFFMAN, 1822-1905.

Oil, by Charles Osgood. Canvas, 27 in. x 22 in.

Head and shoulders, three-quarters face. Brown hair, long curls, dark low necked dress, red scarf over left shoulder.

Gift of Mrs. Grace Gordon Latimer, 1930.

Eliza Amanda (King) Hoffman was born June 15, 1822, the daughter of Henry and Elizabeth W. (Gould) King. Her father was a native of Long Island and her mother was born in Salem. On September 2, 1840, Eliza A. King married, as his second wife, Capt. Charles Hoffman, who was born October 16, 1797, in Hamburg, Germany, the son of John and Christine Hoffman. Capt. Hoffman's first wife was Ruth A. Felt, daughter of Joseph and Sarah (Bradish) Felt. Mrs. Eliza (King) Hoffman died in Salem, February 7, 1905, surviving her husband, who passed away at their residence, 26 Chestnut Street, Salem, on July 28, 1878. Captain Hoffman was well known in Salem for his shipping interests, having part or sole ownership in at least twenty-five Salem vessels, and served as commander of five or more of these. He was very successful in all his ventures and left a considerable estate at his death. [See Morris, *Felt Genealogy*, p. 141; *Salem City Hall Records*, vol. 15, pp. 56, 82, vol. 21, p. 167; *Essex Co. Probate Records*, Dockets 95929, 42512, 15790, 44492; *Salem Directories*, 1878-1905; *Salem Vit. Rec.* (printed), vol. 1, pp. 375, 441, vol. 3, pp. 507, 571.]

HOLLOWAY, ABIGAIL, see GERRISH, ABIGAIL (FLINT)
HOLLOWAY-GERRISH.

HOLMAN, ELIZA HODGES, see JACKSON, ELIZA
HODGES (HOLMAN).

130. EDWARD AUGUSTUS HOLYOKE, 1728-1829. Oil, by James Frothingham, 1819. Canvas, 51 in. x 44 in. Three-quarters length, full face, seated position, right arm resting on table. Holds paper in right hand, left hand rests on robe in lap. White wig. Background includes window, bookcase, chair and table. Background to right of figure repainted at a later date, also the coat.

Gift of Mrs. Joshua Ward and Mrs. William Turner.

131. EDWARD AUGUSTUS HOLYOKE, 1728-1829. Oil, by Charles Osgood. Canvas, 25½ in. x 21½ in. Half length, face nearly front facing left. Seated figure, short gray wig, white stock, brown coat. Dark background.

Gift of Essex South District Medical Society.

Dr. Edward Augustus Holyoke was born at Marblehead, August 1, 1728, the son of Rev. Edward Holyoke, subsequently President of Harvard College, and his second wife, Margaret (Appleton) Holyoke. He was graduated from Harvard College in 1746 and was the first person upon whom the degree of M. D. was conferred by that College. After studying with the eminent physician and jurist, Col. Thomas Berry of Ipswich, he settled at Salem, where he continued in the active practice of medicine for eighty years, during which time he received as pupils many young men whose names were afterwards prominent in the medical profession in various parts of New England. Besides his activities in his chosen field, Dr. Holyoke found much pleasure in astronomical observations and in weather temperature readings, preserving careful records of everything pertaining to these matters. Ever mindful for the good of his community, he was much beloved and esteemed by his fellow citizens and honored outside his immediate neighborhood, being made the first president of the Massachusetts Medical Society, of which he was also one of the founders. He was president of the Salem Dispensary, the Essex Historical Society (afterwards the Essex Institute), the Salem Institution for Savings and for a time president of the American Academy of Arts and Sciences, of which he was an incorpora-

tor. At the organization of the Salem Athenaeum in 1810 he was chosen its first president, in which capacity he served until his death. Dr. Holyoke's first wife, whom he married on June 2, 1755, was Judith, daughter of Col. Benjamin Pickman. She lived but a year, passing away November 19, 1756. On November 22, 1759, Dr. Holyoke married Mary, daughter of Nathaniel and Mary (Simpson) Vial of Boston, who was born in Boston December 19, 1737. There were twelve children by this marriage. Her death occurred on April 15, 1802. Dr. Holyoke's tremendous vitality of body and cheerfulness of spirit combined to procure for him great length of days. His last public appearance was as guest of honor at a dinner tendered him by his medical friends of Salem and Boston to celebrate his one-hundredth birthday. At this function he appeared in perfect health and took part in the festivities with evident enjoyment; but within a few months he was taken ill and died in full possession of his faculties on March 31, 1829, at the age of one hundred years and nearly eight months. [See *Essex Inst. Hist. Colls.*, vol. 3, p. 59, vol. 66, p. 441; *Marblehead Vit. Rec.* (printed), vol. 1, p. 263; *The Holyoke Diaries*, pp. IX-XV; *Salem Vit. Rec.* (printed), vol. 3, p. 514, vol. 5, pp. 339, 340.]

132. ELIZABETH (BROWNE) HOLYOKE, 1691-1719. Oil, by unknown artist. Oval canvas, 31 in. x 27 in. Waist length portrait, face nearly front. Light brown hair, low cut gray satin dress, earrings, necklace, dark wrap with pink lining.

Gift of Mrs. Joshua Ward and Mrs. William Turner.

Elizabeth (Browne) Holyoke was baptized on February 21, 1691-2, the daughter of John and Elizabeth (Legg) Browne of Marblehead. On August 8, 1717, she married Rev. Edward Holyoke, afterwards President of Harvard College, 1737-1769, by whom she had two daughters. She lived but a short time, her death occurring on August 15, 1719. Rev. Mr. Holyoke married, second, Margaret, daughter of John and Elizabeth (Rogers) Appleton, and third, March 17, 1742, Mary (Whipple), widow of Symonds Epes of Ipswich. She survived him.

[See *Essex Inst. Hist. Colls.*, vol. 3, p. 59; *Marblehead Vit. Rec.* (printed), vol. 1, p. 80, vol. 2, pp. 81, 580.]

133. SARAH GIDDINGS (BOARDMAN) HONEYCOMB, 1801-1884. Oil, by unknown artist. Canvas, 30 in. x 24 in. Half length, seated position, face nearly front. Brown hair, parted in center. Embroidered muslin collar and V-necked black dress, oblong brooch, gold edging, anchor in gold on a black ground. Right arm rests on edge of table. Ring on third finger. Dark brown background.
Gift of Miss Lucy Baker, 1923.

Sarah Giddings (Boardman) Honeycomb was born at Ipswich, March 25, 1801, the daughter of Daniel and his second wife, Bethia (Burnham) Boardman. Sarah G. B. (Boardman) married, in Salem, June 5, 1832, William H. Honeycomb, a carpenter, who was born in Salem, June 16, 1800, the son of Thomas and Cecelia (Pierson) Honeycomb, who were both natives of England. Mr. and Mrs. William Henry Honeycomb resided for nearly all their married life at 7 Lemon Street, where Mrs. Honeycomb died on August 8, 1884. Her husband died May 30, 1877. [See *Salem Directories*, 1837-1884; *Salem Vit. Rec.* (printed), vol. 1, p. 447, vol. 3, p. 515, vol. 5, p. 340; *Salem City Hall Records*, vol. 15, pp. 43, 134; *Ipswich Vit. Rec.* (printed), vol. 2, p. 74; Burnham, *Burnham Genealogy*, p. 337; Boardman, *Boardman Genealogy*, p. 124.]

134. WILLIAM HENRY HONEYCOMB, 1800-1877. Oil, by unknown artist, about 1840. Canvas, 30 in. x 24 in. Half length, face nearly front, seated position, right arm resting on opened music book which lies on table. Dark hair, high collar, low cut waistcoat, dark suit. Dark gray background.
Gift of Miss Lucy Baker, 1923.

William Henry Honeycomb was born in Salem June 16, 1800, the son of Thomas and Cecelia (Pierson) Honeycomb, who were both natives of England. William H. Honeycomb was a carpenter, as was his father, and

carried on his business at 14 Cross Street, residing after his marriage and until his death at 7 Lemon Street. He was fond of music, and, it is said, played the bass viol at the Universalist Church in Salem. He married June 5, 1832, Sarah Giddings (Boardman) born March 25, 1801, at Ipswich, the daughter of Daniel and his second wife, Bethia (Burnham) Boardman. Mr. and Mrs. Honeycomb had one daughter, Sarah Ellen, who taught music in Salem, and who married Henry W. Balcomb. William H. Honeycomb died at his residence in Salem, May 30, 1877, and his wife passed away August 8, 1884. [See *Salem Directories*, 1837-1877; *Salem City Hall Records*, vol. 15, pp. 43, 134, vol. 17, p. 93; *Salem Vit. Rec.* (printed), vol. 1, p. 447, vol. 3, p. 515, vol. 5, p. 340.]

HOWARD, FRANCES, see BRYANT, FRANCES (HOWARD).

135. JOHN HOWARD, 1755-1848. Oil, by James Frothingham, painted on panel. Measurements, 29 in. x 24 in. Half length, face nearly front, seated position. Thin brown hair and short side whiskers, white collar, black stock, coat and waistcoat. Red curtain in right background, gray on left. Yellow back of chair in lower left.

Gift of Salem Charitable Mechanic Association, 1923.

John Howard, the son of Joseph and Elizabeth (Pitts) Howard, was born in Marblehead January 2, 1755. He followed the trade of a sailmaker the greater part of his long life. He enlisted as a corporal in Col. John Glover's Marblehead regiment in 1775, but in June of that year shipped as sailmaker on the schooner *Hancock*, commanded by Samuel Tucker. During the year 1777 he worked in Boston as tentmaker for the army and in 1778 he was again in Salem with Joseph Moses as a sailmaker. When the latter gave up this calling in 1779, Mr. Howard went into partnership with Samuel Buffum and John Orne, with whom he continued for fifteen years until the retirement of Mr. Orne. In 1812 when the partnership of Buffum and Howard was dissolved, Mr. Howard con-

tinued the business alone until 1839, when he, too, retired. During the Revolution Mr. Howard and John Chapman interested themselves in privateering in connection with the brig *Freedom* and in 1798 the firm of Buffum and Howard subscribed \$450 towards the building and equipment of the large frigate *Essex* which was launched September 30, 1799. Public spirited and generous, Mr. Howard gave of his means to the levelling of the Salem Common and other enterprises of civic interest. He was elected Representative to the General Court in 1817, selectman of Salem, 1819-1821, was first president of the Salem Charitable Mechanic Association and one of its organizers. The family home was at 33 Brown Street. He married Mrs. Jemima (Ashby) Young, widow of Samuel Young, and daughter of Jonathan Ashby, a shipwright of Salem, and his wife Mary (Deane). Mrs. Howard died June 3, 1816, and Mr. Howard passed away on August 9, 1848. [See Howard, *Abraham Howard of Marblehead*, pp. 16-20; *Marblehead Vit. Rec.* (printed), vol. 1, p. 279; *Salem Vit. Rec.* (printed), vol. 3, pp. 61, 522, vol. 5, p. 348.]

136. JOHN HOYLAND, b. —, d. —. Oval miniature on ivory, by unknown artist. Measurements, 2½ in. x 2 in. Head and shoulders, face nearly front. Unbrushed bang and side whiskers. White stock, black coat. Light gray background.

Bequest of George Rea Curwen, 1900.

John Hoyland was probably born at Knottingly, near Ferry Bridge, Yorkshire, England, the son of John and Mary (Anderson) Hoyland. His mother was a sister of Dr. John Hartley Anderson, who married Deborah Fairfax (Clarke), in Salem in 1781. Mr. George Rea Curwen, through whose generosity the Essex Institute came into possession of this miniature, tells us in his will that "John Hoyland was a cousin of Miss Mary Clarke Anderson of Salem, and being desirous that Miss Mary should change her name to Hoyland, he (Hoyland) sent her this miniature of himself, hoping it would tempt her, but without success, as Miss Mary preferred remaining in a state of single blessedness." The dates of

John Hoyland's birth and death are impossible to secure as presumably both events occurred in England. Miss Mary C. Anderson lived to a great age. Her residence was on the corner of North and Essex Streets, in Salem. She was the daughter of Dr. John H. Anderson and Deborah Fairfax (Clarke). [See *Essex Inst. Hist. Colls.*, vol. 16, pp. 277, 278; *Salem Vit. Rec.* (printed), vol. 3, p. 50; *Essex Co. Probate Records*, Docket 85980.]

137. OLIVER HUBBARD, 1770-1849. Miniature, by Anna Claypoole Peale, 1821, painted on ivory. Measurements, $3\frac{1}{8}$ in. x $2\frac{1}{2}$ in. Half length, face nearly front. Brown curling hair, short side whiskers. High white collar and stock, dark coat. Grayish background.

Gift of Miss Mary S. Cleveland, 1900.

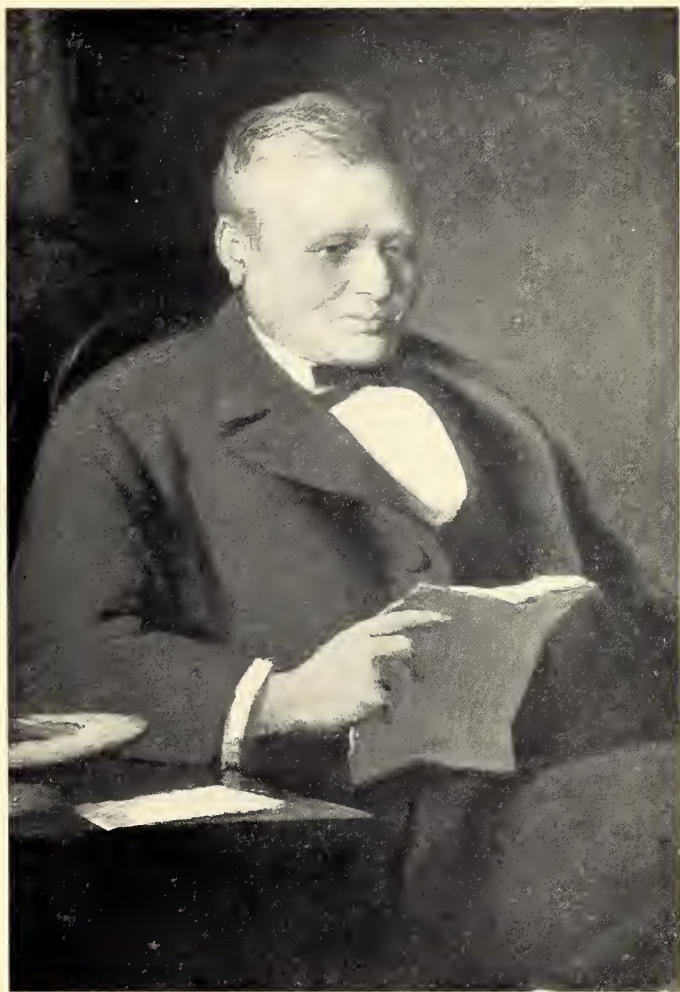
Dr. Oliver Hubbard was born August 3, 1770, in Hamilton, Massachusetts, the son of John and Sarah Hubbard. His early education was gained at Dr. Manassah Cutler's school and his medical training at Dartmouth College, from which he was graduated in the class of 1811. He then began the practice of his profession at Salem, but this was interrupted for a time when he sailed for the East Indies as surgeon on the ship *America*, commanded by John Crowninshield. Upon Dr. Hubbard's return to this country he settled again at Salem, where he continued his medical work until his death on August 27, 1849. His estate was valued at nearly \$70,000 and the inventory showed property on Harbor and Lafayette Streets, shares in the Salem Athenaeum and Mechanic Hall, besides other holdings, and two pews in the North Church. His early residence was at 10 Court Street, and at his death he lived at 247 Essex Street, Salem. Dr. Hubbard was unmarried and many relatives and friends were the recipients of substantial legacies. He was connected with the Saunders and Cleveland families of Salem. [See Emerson, *General Catalogue of Dartmouth College*, p. 486; *Essex County Probate Records*, Docket, 43024; *Salem Gazette*, issue of April 20, 1888; *New Eng. Hist. and Gen. Reg.*, vol. 42, p. 201; *Salem Directories*, 1837-1846; *Ipswich Vit. Rec.* (printed), vol. 1,

p. 202; *Salem Vit. Rec.* (printed), vol. 1, p. 455, vol. 5, p. 346.]

138. THOMAS FRANKLIN HUNT, 1841-1898. Oil, by Frank Benson. Canvas, 40 in. x 32 in. Three-quarters length, three-quarters face. Seated figure. Holds paper in right hand. Right arm rests on table, on which are books, a letter and a hat. Dark red drapery on right of brown background.

Gift of the Salem Club, 1927.

Thomas Franklin Hunt was born in Salem, July 15, 1841, the son of Thomas and Elizabeth (Cook) Hunt. His father was a merchant whose business was at Whampoa, China, on Pearl River, twelve miles below Canton, and was engaged in furnishing supplies to American vessels anchored near this port, and lighterage for them to Canton. Life in China in those days was full of danger, as river pirates were numerous and made foreigners their especial prey. Mr. Hunt was obliged to live in a hulk moored in the river, where were also his counting house, his warehouse and his bank. It was to such a home that Mrs. Hunt and their son Thomas Franklin came when the latter was but seven years of age. The child's early education was obtained under the care of such tutors as could be procured, and was supplemented by his constant practical observation of the thrilling scenes which were going on every day in that cosmopolitan port. Here Thomas F. Hunt lived until 1853, when he made a short visit to his native land, but returned to China and took up his residence in Hong Kong, where he became greatly interested in the collection of objects of Chinese art. In 1864 he sailed for America where he was to make his permanent home and where in Salem, in 1873, he was one of the promoters and originators of a series of art exhibitions under the auspices of the Essex Institute. Shortly after his return to Salem, he took up the study of law under Stephen H. Phillips and James A. Gillis and was admitted to the bar in 1867. He collected a library of six hundred books upon China, which his generosity placed in the Essex Institute, and many interesting



THOMAS FRANKLIN HUNT

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articles relative to China and Chinese customs were presented to the Peabody Academy of Science, of which he was made a trustee in 1897. He was a member of the Salem East India Marine Society, trustee of the Plummer Farm School, the Salem Public Library and of the Salem Athenaeum and was in 1889 manager of the Home for Aged and Destitute Women. Always of delicate health, he helped procure for others much entertainment in which he could not personally share, but which gave him, nevertheless, the keenest enjoyment and his many benefactions will always be remembered and appreciated. Mr. Hunt passed away, unmarried, at his residence at 94 Bridge Street, on January 21, 1898, where he lived with his aged mother, who survived him. He was a gentleman of the old school, cultured and kindly. His death removed from Salem one beloved and respected by all his associates. [See *Salem Directories*, 1897-98; *Essex Inst. Hist. Colls.*, vol. 34, p. 1; *Salem Vit. Rec.* (printed), vol. 1, p. 458; *Salem City Hall Records*, vol. 21, pp. 16, 32.]

139. HORACE L. (CONOLLY) INGERSOLL, 1811?-1894.
Oil, by George Southward. Canvas, 24 in. x 20 in. Half length, face three-quarters to left. Eyes looking left. Dark hair and beard. Cheeks and upper lip shaven. White collar, black stock and coat. Low cut dark red waistcoat. Medium gray background.

Gift of William D. Northend, 1894.

Horace L. (Conolly) Ingersoll was born about 1811, and was connected with the Ingersoll family of Turner Street in Salem, with whom his early life was spent. He was a contemporary of Nathaniel Hawthorne, enjoying with William B. Pike and David Roberts of Salem Hawthorne's confidence and intimate friendship. He was a man of brilliant intellectual attainments, but of changeable disposition. He studied first for the ministry, his charge being the rectorship of St. Matthew's Episcopal Church in South Boston. He soon resigned this work and began the study and practice of law in Salem, but in turn discarded this to take up for a short period the practice of medicine for which he had fitted himself. He

inherited by will the so-called "House of the Seven Gables" from Miss Susan Ingersoll, at her death in 1858, and about the same time he legally changed his name from that of Horace L. Conolly to Horace L. Ingersoll, under which name he was afterwards known. His death occurred in Salem at 53 Charter Street, on September 12, 1894, at the age of nearly eighty-four years. [See *Essex County Probate Records*, Dockets 36031, 43338; *Salem Evening News*, issue of August 7, 1893; *Salem City Hall Records*, vol. 18, p. 101; Avery, *Ingersoll Genealogy*, p. 45.]

IVES, ANNE WARREN BRAZER, see RICHARDSON,
ANNE WARREN BRAZER (IVES) COLE.

140. LUCY (GARDNER) IVES, 1800-1882. Oil, by unknown artist. Canvas, 27 in. x 22 in. Head and shoulders, face three-quarters to right. Iron gray hair, black lace cap with lavender ribbon. White collar and insertion. Black silk dress, gold and black earrings, with brooch at neck, same pattern. Medium gray background.

Gift of John S. Driver, 1927.

Lucy (Gardner) Ives was born February 10, 1800, at Hingham, the daughter of Perez and Silence (Gardner) Gardner, both also natives of Hingham. Perez Gardner was a patriot of the Revolution and was with Arnold in his march through Maine to Canada, being finally discharged at New York by Gen. Washington. Lucy Gardner married on May 12, 1824, William Ives, born Feb. 15, 1794, son of William and Polly (or Mary) Bradshaw Ives. William Ives, husband of Lucy (Gardner), was a printer and publisher in Salem, long connected with the *Salem Observer*. Mr. Ives died on December 12, 1875, in Salem. Mrs. Lucy (Gardner) Ives, widow, made her home with her daughter, Mrs. Susan Spear, at Riverside, Cook Co., Ill., where she died on October 19, 1882. [See *History of Hingham, Mass.*, vol. 2, p. 251; *Salem Vit. Rec.* (printed), vol. 1, pp. 341, 467, vol. 3, p. 403; *Salem City Hall Records*, vol. 15, p. 110.]

141. WILLIAM IVES, 1756-1814. Miniature, oval, by unknown artist, in gold locket, with hair insert. Measurements, $2\frac{3}{4}$ in. x $2\frac{1}{4}$ in. Half length, three-quarters face. Elderly man, gray hair and side whiskers. White stock, dark coat with metal buttons. Sky in background.

Gift of Heirs of William Ives, 1861.

William Ives was born in Salem, November 25, 1756, the son of John and Sarah (Ward) Ives. He was a mariner and became a member of the Salem Marine Society on October 31, 1793. Salem ship registers record him as in command of the 111 ton schooner *Polly*, and also of two smaller schooners of the same name. He married on September 12, 1790, Mary (Polly) Bradshaw, born September 14, 1768, the daughter of Stephen and Polly (Mansfield) Bradshaw. William Ives and his wife resided on Dean Street in Salem. He died at Savannah, Georgia, in April, 1814, and Mrs. Ives passed away in Salem, December 3, 1820. [See *Essex Inst. Hist. Colls.*, vol. 41, pp. 314, 320; *Essex County Probate Records*, Docket 14658; *Laws of the Salem Marine Society*, p. 140; Perley, *History of Salem*, vol. 2, p. 425; *Salem Vit. Rec.* (printed), vol. 1, pp. 108, 468, vol. 3, p. 130, vol. 5, p. 355; Cook, *Driver Family*, pp. 320-367.]

142. WILLIAM IVES, 1794-1875. Oil, by Mrs. Charles Mack, Philadelphia, 1887, from card photograph. Canvas, $18\frac{1}{2}$ in. x 13 in. Elderly man, head and shoulders, three-quarters face. White hair and whiskers under chin, shaven upper lip. High collar, black stock and coat.

Gift of Mrs. Annie W. B. Richardson, 1908.

143. WILLIAM IVES, 1794-1875. Oil, by unknown artist. Canvas, 27 in. x 22 in. Head and shoulders, three-quarters facing left. Elderly man, gray hair, gray beard worn at sides of face and under chin. Black cravat, black coat and vest, medium gray background.

Gift of John S. Driver, 1927.

William Ives was born in Salem February 15, 1794,

the eldest son of William and Mary (Bradshaw) Ives. He married, on May 12, 1824, Lucy, daughter of Perez and Silence (Gardner) Gardner of Hingham. William Ives was from his youth interested in journalism and was an apprentice of Thomas C. Cushing of the *Salem Gazette*. On January 6, 1823, he joined his brother, Stephen Bradshaw Ives, under the firm name of W. & S. B. Ives, in the publishing of a newspaper known at first as the *Observer* and later called the *Salem Observer*. This partnership continued until 1839 when, with the withdrawal of Stephen B. Ives, William Ives continued in business in company with George W. Pease until 1863, thereby completing forty years of newspaper work. William Ives was enthusiastic in the cause of temperance, was an ardent abolitionist and warmly interested in all public affairs. He died at his home, 390 Essex Street, on December 12, 1875, and his wife passed away on October 19, 1882, at the home of her daughter in Illinois. [See *Salem Vit. Rec.* (printed), vol. 1, p. 468, vol. 3, p. 539; Cook, *Driver Genealogy*, pp. 320-367; *History of Hingham*, vol. 2, p. 251; Tapley, *Salem Imprints*, pp. 153-155, 160, 264; *Salem Observer*, issue of December 18, 1875; *Salem Directories*, 1873-1874; *Salem City Hall Records*, vol. 15, p. 23.]

144. ANNA (DODGE) JOHNSON, 1797-1849. Oil, by Charles Osgood. Canvas, 30 in. x 25 in. Half length, full face, dark brown hair parted to left of center. White scarf, V-necked black silk dress.

Bequest of Catherine Johnson, 1918.

Anna (Dodge) Johnson was born in Salem, January 7, 1797, the daughter of Joshua and Elizabeth (Crowninshield) Dodge. She married, June 7, 1821, in Salem, Dr. Samuel Johnson, and died in Salem, October 22, 1849. [For references, see No. 146.]

(To be continued.)



BARK "J. P. SMITH" OF LIVERPOOL, ENGLAND, BUILT AT NEWBURYPORT IN 1839

From an oil painting by S. Walters, 1840, in the Macpherson Collection

Courtesy Marine Research Society

SHIP REGISTERS OF THE DISTRICT OF NEWBURYPORT.

1789-1870.

COMPILED FROM THE NEWBURYPORT CUSTOM HOUSE
RECORDS, NOW IN POSSESSION OF THE ESSEX
INSTITUTE.

(Continued from Vol. LXXI, page 96)

JOSEPH, bgtne., 212 tons; built Frankfort, 1817; length, 85 ft. 3 in.; breadth, 23 ft. 10 in.; depth, 11 ft. 11 in.; billet head. Reg. Nov. 10, 1817. Joseph Williams, owner; Joseph Patch, master.

JOSEPH, sch., 90 tons; built Amesbury, 1838; length, 72 ft. 7 in.; breadth, 19 ft. 1 in.; depth, 7 ft. 4 in.; billet head. Reg. Apr. 11, 1842. Francis Boardman, Thomas C. Whittredge, both of Salem, Moses Merrill, Jacob Horton, Charles French, owners; Joseph S. Pike, master.

JOSEPHINE, sch., 86 tons; built Salisbury, 1849; length, 71 ft. 2 in.; breadth, 19 ft. 2 in.; depth, 7 ft. 2 in.; billet head. Reg. Jan. 11, 1850. Francis Kenniston of Salisbury, Samuel Curtis of Wellfleet, George Chadwick, Eleazer Bullard, Charles L. Hayward, Charles G. Winn, Snow & Rich, all of Boston, Eben Holden of Dorchester, owners; Samuel Curtis, master.

JOSHUA BATES, ship, 620 tons; built Newbury, 1844; length, 140 ft. 1 in.; breadth, 30 ft. 9 in.; depth, 15 ft. 4½ in.; billet head. Reg. Dec. 17, 1844. Enoch Train of Boston, Robert G. Shaw, Robert G. Shaw, jr., G. H. Shaw, William Appleton, Samuel Hooper, Abbot Lawrence ¼ interest, all of Boston, owners; James Murdock, master.

JOSHUA BROWN, sch., 112 tons; built Marshfield, 1838; length, 73 ft. 8¾ in.; breadth, 19 ft. 11 in.; depth, 8 ft. 8¾ in.; billet head. Reg. Nov. 20, 1848. John N. Cushing, owner; Edward D. Lee, master.

JOSHUA MANSON, ship, 545 tons; built Newburyport, 1847; length, 137 ft. 2½ in.; breadth, 29 ft. 5½ in.; depth, 14 ft. 8¾ in.; billet head. Reg. Oct. 28, 1847. George W. Frost of Danvers, Nathaniel Bishop, S. Manson, Edward C. Manson, all of Providence, R. I., owners; George W. Frost, master.

JOSIAH ACORN, sch., 123 tons; built Rockland, Me., 1852; length, 80 ft.; breadth, 22 ft. ½ in.; depth, 8 ft.; billet head. Reg. June 25, 1857. John Merrill, 2d, John Tolman, both of Camden, Me., Michael A. Achorn, N. A. &

S. H. Burpee, co-partners, Edmund Grover, James Fales, Adries C. Fales, Lucretia Adams, all of Rockland, Me., owners; John Merrill, 2d, master.

JOSIAH L. HALE, ship, 1093 tons; built Newburyport, 1857; length, 178 ft.; breadth, 36 ft. 6 in.; depth, 18 ft. 3 in.; figure head, eagle. Reg. Oct. 16, 1857. Thomas Hale of New York City, William Graves, Micajah Lunt, Joshua Hale, John Balch, Edmund Pike, P. H. Blumpey, G. W. Hale, James Horton, John Currier, jr., E. Graves, owners; Jeremiah Lunt, master.

JUBILEE, brig, 121 tons; built Saco, 1819; length, 69 ft.; breadth, 21 ft.; depth, 9 ft. 9 in. Reg. Aug. 31, 1826. Moses P. Little, Bailey Chase, jr., owners; Bailey Chase, jr., master. Reg. July 9, 1827. Moses P. Little of Newbury, William B. Titcomb, Bailey Chase, jr., owners; Bailey Chase, jr., master. Reg. Apr. 3, 1829. Moses P. Little of Newbury, Bailey Chase, jr., Samuel Titcomb, owners; Bailey Chase, jr., master. Reg. May 2, 1829. Moses P. Little of Newbury, Bailey Chase, jr., George T. Granger, owners; Bailey Chase, jr., master. Reg. May 12, 1830. Moses Little of Newbury, Bailey Chase, George T. Granger, owners; William A. Cheney, master. Reg. Jan. 4, 1831. George T. Granger, Daniel Granger, owners; William A. Cheney, master. Reg. Dec. 28, 1831. George T. Granger, Daniel Granger, owners; William A. Cheney, master. Reg. June 5, 1832. John Wills, owner; Richard Picket, master. Reg. July 18, 1836. David Nudd of Hampton, N. H., John Merrill, owners; Jesse Burnham, master.

JUDITH, sch., 41 tons; built Amesbury, 1793; length, 48 ft. 1 in.; breadth, 15 ft. 6 in.; depth, 6 ft. 6 in. Reg. Aug. 5, 1794. Tristram Coffin, owner; Augustus Ryan, master. Reg. Jan. 29, 1795. Charles Bradbury, owner; George Nowell, master. Reg. Aug. 13, 1795. Moses Savory, Ebenezer Perley, both of Newbury, owners; Ebenezer Perley, master. Reg. Nov. 24, 1795. Moses Savory of Newbury, owner; William Bartlett, master.

JULIA, sch., 51 tons; built Rowley, 1817; length, 52 ft. 8½ in.; breadth, 14 ft. 9½ in.; depth, 7 ft. 7 in. Reg. Jan. 5, 1818. Nathan Hobson of Rowley, owner; William Carrick, master.

JULIAN, sch., 99 tons; built Wareham, 1800; length, 68 ft. 3 in.; breadth, 20 ft. 7 in.; depth, 8 ft. 3 in. Reg. July 3, 1807. Stephen Greeley, Ephraim H. Tappan and Samuel Bartlet, owners; Ephraim H. Tappan, master. Reg. Apr. 3,

1809. Stephen Greely, Ephraim H. Tappan, Samuel Bartlett, owners; Ephraim Tappan, master. Reg. Jan. 12, 1810. Samuel Bartlett, owner; Samuel Bartlett, master.

JULIUS CAESAR, ship, 310 tons; built Haverhill, 1804; length, 96 ft. 2 in.; breadth, 27 ft. 2 in.; depth, 13 ft. 7 in. Reg. Jan. 21, 1805. Ezra Weston, Ezra Weston, jr., both of Duxbury, Luke Hall of Marshfield, owners; Luke Hall, master.

JUNO, sch., 106 tons; built Pittston, 1797; length, 67 ft.; breadth, 21 ft. 2 in.; depth, 8 ft. 9 in.; figure head. Reg. Dec. 5, 1798. Josiah Smith, owner; Ammi Smith, master.

JUNO, brig, 152 tons; built Amesbury, 1802; length, 78 ft. 3 in.; breadth, 24 ft. 1½ in.; depth, 9 ft. 5 in. Reg. June 10, 1802. Andrew Frothingham, owner; Thomas Follansbee, master. Reg. Jan. 26, 1803. Andrew Frothingham, jr., owner; Thomas Follansbee, master. Reg. Mar. 8, 1805. Andrew Frothingham, jr., owner; John Lord, master. Reg. July 1, 1805. Jacob Greenleaf, owner; Jacob Greenleaf, master. Reg. Feb. 7, 1806; 197 tons. Jacob Greenleaf, owner; Alexander Rutherford, master.

JUNO, brig, 140 tons; built Haverhill, 1810; length, 72 ft.; breadth, 21 ft. 3 in.; depth, 11 ft. 7½ in. Reg. June 30, 1810. Robert Ball Willis, Benjamin Willis, both of Haverhill, owners; Lemuel Woodbury, master.

JUNO, bgtn., 196 tons; built Newburyport, 1811; length, 78 ft. 6½ in.; breadth, 22 ft. 10 in.; depth, 12 ft. 7 in.; figure head, a woman. Reg. Mar. 18, 1812. Elisha Arnold, John Pratt, both of Boston, owners; Elisha Arnold, master.

JUVENILE, sch., 48 tons; built Amesbury, 1828; length, 53 ft. 5 in.; breadth, 15 ft. 8 in.; depth, 7 ft. Reg. Jan. 31, 1829. John Rogers, owner; Benjamin Colby, master. Reg. Nov. 19, 1831. Nathan W. Brown, Benjamin Colby, William Shaw, John Dodge, jr., owners; Benjamin Colby, master.

KATE HASTINGS, barque, 448 tons; built Newbury, 1847; length, 126 ft.; breadth, 27 ft. 11 in.; depth, 13 ft. 11½ in.; billet head. Reg. Oct. 9, 1847. Henry Hastings, Henry Marchant, Tully D. Bowen, all of Providence, James G. Allen of Manchester, John Nesmith of Lowell, Walter Hastings of Boston, owners; James G. Allen, master.

KATY, sch., 32 tons; built York, 1775; length, 45 ft. 8 in.; breadth, 13 ft. 7 in.; depth, 6 ft. Reg. July 28, 1796. Ralph Cross Flanders of Salisbury, owner; Ralph Cross Flanders, master.

KATY, sloop, 90 tons; built Newburyport, 1785; length, 65 ft. 10 in.; breadth, 25 ft. 7 in.; depth, 7 ft. 9 in. Reg. Oct. 17, 1789. William Noyes, Richard Smith Noyes, owners; Richard Smith Noyes, master. Reg. Apr. 30, 1791. Richard Smith Noyes, William Noyes, owners; Richard Smith Noyes, master.

KENMORE, ship, 1099 tons; built Newburyport, 1861; length, 187 ft.; breadth, 35 ft. 6 in.; depth, 17 ft. 9 in.; figure head, an eagle. Reg. Feb. 11, 1861. William Graves, Alexander Graves, Micajah Lunt, Joshua Hale, True and Ezekiel Choate, John Currier, jr., Samuel C. Currier, Charles Whitmore, owners; Alexander Graves, master.

KEYING, brig, 299 tons; built Newbury, 1845; length, 114 ft. 6 in.; breadth, 23 ft. 10 in.; depth, 11 ft. 11 in.; billet head. Reg. Dec. 10, 1845. John N. Cushing, owner; Nicholas Brown, master. Reg. Oct. 8, 1849. John N. Cushing, Caleb Cushing, William Cushing, owners; Nicholas Brown, master.

KINGSTON, bgtne., 185 tons; built Amesbury, 1817; length, 81 ft. 6 in.; breadth, 22 ft. 9½ in.; depth, 11 ft. 4¾ in.; billet head. Reg. Oct. 31, 1817. Benjamin Bachelor, Daniel Webster, both of Salisbury, Willabee Hoyt, David Lowell, both of Amesbury, owners; Benjamin Bachelor, master.

KOLA, sch., 53 tons; built Salisbury, 1842; length, 57 ft.; breadth, 16 ft. 3 in.; depth, 6 ft. 8 in.; billet head. Reg. Apr. 5, 1848. William Wixon of West Dennis; Nathan Baker, Hiram Baker, Silvanus Long, Benjamin Eaton, Nathan Fisk, Stephen Crowell, Remark Wixon, all of Dennis, owners; William Wixon, master.

KOSCIUSKO, sch., 66 tons; built Essex, 1830; length, 57 ft. 3 in.; breadth, 17 ft. 3 in.; depth, 7 ft. 10 in.; billet head. Reg. Oct. 24, 1848. John W. Dodge of Hampton Falls, N. H., Benjamin P. Dow, owners; Edward Randall, master. Reg. May 12, 1849. Cornelius Hamahan of East Thomaston, Me., William Moody of Boston, owners; Harvey Perry, master.

KOSSUTH, sch., 131 tons; built Dorchester Co., N. Y., 1849; length, 83 ft.; breadth, 23 ft. 9 in.; depth, 7 ft. 8 in.; billet head. Reg. Jan. 2, 1852. Starks W. Lewis of New York, Robert Bayley, Robert Bayley, jr., owners; Thomas C. Page, master. Reg. May 18, 1852. Starks W. Lewis of New York, Robert Bayley, owners; John Disney, master.

LADY BROOKS, sch., 108 tons; built Newburyport, 1817; length, 67 ft.; breadth, 19 ft. $4\frac{1}{4}$ in.; depth, 9 ft. $7\frac{1}{4}$ in. Reg. Jan. 18, 1821. William Davis, owner; John Tuck, master. Reg. Jan. 14, 1822. William Davis, owner; George Campbell, master. Reg. Nov. 14, 1828. Thomas Buntin, owner; David Stickney, master. Reg. Feb. 12, 1824. John Wells, jr., owner; Jeremiah N. Jaques, master. Reg. Sept. 29, 1818. Philip Coombs, owner; John Tuck, master. Reg. Nov. 12, 1819. Philip Coombs, owner; Jeremiah Wheelwright, master. Reg. Apr. 17, 1827. Daniel Knight, owner; David Stickney, master.

LADY HOWARD, sch., 63 tons; built Newbury, 1824; length, 59 ft. 7 in.; breadth, 17 ft. $11\frac{1}{2}$ in.; depth, 7 ft. 2 in. Reg. Jan. 9, 1826. William Ashby, jr., John Post, Ebenezer Post, Seward Lee, Peter Post, owners; Joseph Hutchins, master. Reg. Jan. 11, 1828. Thomas M. Clark, Stephen W. Marston, Ebenezer Post, Peter Post, owners; Peter Post, master. Reg. July 31, 1832. William Ashby of Salem, Ebenezer Post, Peter Post, owners; Ebenezer Post, master.

LADY WASHINGTON, sch., 94 tons; built Harpswell, 1790; length, 67 ft. 8 in.; breadth, 21 ft. 1 in.; depth, 7 ft. 9 in. Reg. Oct. 17, 1792. Nathaniel Whitmore, owner; Nathaniel Whitmore, master. Reg. Nov. 26, 1793. Ebenezer Wheelwright, owner; William Eustis, master. Reg. July 14, 1795; altered to a bgtne. Ebenezer Wheelwright, owner; William Eustis, master. Reg. Feb. 24, 1796. Ebenezer Wheelwright, owner; William Eustis, master.

LADY WASHINGTON, brig., 114 tons; built Rochester, 1825; length, 68 ft. 8 in.; breadth, 21 ft. 1 in.; depth, 9 ft. 3 in.; figure head, woman bust. Reg. Nov. 30, 1832. Joseph J. Knap, Anthony Knap, Alfred Knap, Humphrey C. Knap, owners; Alfred Knapp, master.

LA FAYETTE, sch., 75 tons; built Newbury, 1825; length, 59 ft. 2 in.; breadth, 16 ft. $11\frac{1}{2}$ in.; depth, 8 ft. 7 in.; billet head. Reg. Mar. 24, 1825. John Henfield, Stephen Haraden, Thomas Saul, both of Salem, owners; Thomas Saul, master.

LA GRANGE, brig, 320 tons; built Pittston, Me., 1854; length, 118 ft. $8\frac{1}{12}$ in.; breadth, 26 ft. $11\frac{1}{12}$ in.; depth, 11 ft.; billet head. Reg. Sept. 4, 1863. Eben Sumner, Austin Whiting, Mrs. Harriett Sumner of New Orleans, Josephine A. Whitney of Glassboro, New Jersey, owners.

LANERK, barque, 298 tons; built Newburyport, 1846; length, 111 ft. 2 in.; breadth, 24 ft. 3 in.; depth, 12 ft.

11½ in.; billet head. Reg. Oct. 31, 1846. William A. Rea of Boston, owner; M. B. Vennard, master.

LARK, sch., 48 tons; built Kingston, 1780; length, 51 ft. 7 in.; breadth, 15 ft. 8 in.; depth, 6 ft. 11 in.; figure head, woman. Reg. Nov. 12, 1804. James Lowell, David Webster, John Colby, Thomas Goodwin, Elijah Davis, Josiah Warthin, all of Amesbury, owners; Ezra Lowell, master.

LARK, sch., 46 tons; built Amesbury, 1788; length, 52 ft. 5 in.; breadth, 15 ft. 7 in.; depth, 6 ft. 7 in. Reg. July 21, 1794. William Babson of Gloucester, owner; Thomas Smith, master.

LARK, sch., 33 tons; built Haverhill, 1793; length, 47 ft. 3 in.; breadth, 14 ft. 2½ in.; depth, 5 ft. 10 in. Reg. Aug. 10, 1793. Joshua Wingate, Francis Carr, Gent., Daniel Carr, all of Haverhill, owners; Moses Tenney, master.

LARK, sch., 50 tons; built Salisbury, 1819; length, 53 ft. 10 in.; breadth, 15 ft. 9 in.; depth, 6 ft. 10 in. Reg. Dec. 11, 1819. John Wood, John Evans, jr. and Jabez Stevens, both of Salisbury, owners; Jabez Stevens, master. Reg. Feb. 25, 1822. John Low of Portsmouth, N. H., John Frisbee and Darius Frisbee, both of Kittery, Me., owners; John Frisbee, master.

LARK, brig, 128 tons; built New Castle, Me., 1820; length, 78 ft. 8 in.; breadth, 23 ft. 7 in.; depth, 8 ft.; billet head. Reg. Oct. 14, 1822. John Wood, Amos Noyes, owners; Amos Noyes, master.

LATONA, brig, 178 tons; built Newbury, 1808; length, 77 ft. 9 in.; breadth, 23 ft. 1 in.; depth, 11 ft. 6½ in. Reg. July 11, 1809. John Gardner, jr. of Salem, owner; John Evans, master.

LAURA, barque, 219 tons; built Newbury, 1846; length, 97 ft.; breadth, 24 ft.; depth, 10 ft. 6 in.; billet head. Reg. Dec. 16, 1846. Southworth Barns, Charles G. Davis, Phineas Leach, all of Plymouth, Nathaniel Russell, Andrew L. Russell, William Thomas, Benjamin Hathaway, Ellis Drew, Daniel Goddard, owners; Phineas Leach, master.

LAVINIA, bgtne., 166 tons; built Kennebunk, 1793; length, 73 ft. 2 in.; breadth, 23 ft. 1 in.; depth, 11 ft. 6½ in. Reg. July 19, 1794. David Coffin, Peter Herrick, Benjamin Leigh, owners; Peter Herrick, master. Reg. May 21, 1796. David Coffin, Ebenezer Stone, Benjamin Leigh, owners; Ebenezer Stone, master. Reg. July 24, 1804. David Coffin, owner; Pearson Brown, master.

LAWRENCE, steamboat, 142 tons; built Newbury, 1846; length, 139 ft. 1 in.; breadth, 20 ft. 1 in.; depth, 5 ft. 3½ in.; billet head. Reg. May. 8, 1848. Joel W. White of Norwich, Conn., owner; George F. Bushnell, master.

LAWRENCE BROWN, ship, 795 tons; built Newburyport, 1855; length, 156 ft.; breadth, 33 ft. 4 in.; depth, 16 ft. 8 in.; billet head. Reg. Mar. 2, 1855. John N. Cushing, William Cushing, Henry Johnson, Nicholas Johnson, George Pierce, owners; George Pierce, master.

LEADER, bgtn., 215 tons; built Newbury, 1810; length, 85 ft. 4 in.; breadth, 24 ft.; depth, 12 ft. Reg. Nov. 6, 1810. John Pettingel, owner; Moses Emery, master.

LEADER, pink stern sch., 50 tons; built Salisbury, 1829; length, 56 ft. 9 in.; breadth, 15 ft. 7 in.; depth, 6 ft. 7 in. Reg. Nov. 10, 1858. Samuel H. Tarlton of Newington, N. H., Hiram Bean, owners; Alonzo Furbush, master.

LEADER, brig, 136 tons; built Portsmouth, N. H., 1830; length, 80 ft. 3/10; breadth, 22 ft. 13¼ tenths; depth, 8 ft. 7½ tenths; billet head. Reg. Feb. 20, 1833. William Titcomb, William Stone, Nathaniel Noyes, jr., owners; William Titcomb, master. Reg. Sept. 29, 1834. William Titcomb, William Stone, Nathaniel Noyes, jr., owners; Benjamin Barber, master.

LEANDER, bgtn., 155 tons; length, 81 ft. 1 in.; breadth, 23 ft. 9¾ in.; depth, 9 ft. 3½ in. Reg. June 13, 1815. William Caldwell, owner; William Caldwell, master.

LEBANAH, sch., 132 tons; built Waldoboro, Me., 1850; length, 85 ft. 6 in.; breadth, 24 ft. ½ in.; depth, 7 ft. 4½ in.; billet head. Reg. Mar. 16, 1854. Rufus Geyer, John Bradford of Friendship, Albert Geyer, James Cook, James R. Groton, Charles Varner, Luther Webb, James Hovey, Samuel Morse, Benjamin Lermond, all of Waldoboro, Me., James Thompson of Cushing, owners; Albert Geyer, master.

LEBANON, ship, 696 tons; built Newbury, 1847; length, 151 ft.; breadth, 31 ft. 8 in.; depth, 15 ft. 10 in.; billet head. Reg. July 30, 1847. Nathaniel Putnam, Oliver H. Gordon, George A. Talbot, all of Brooklyn, Charles N. Talbot of N. Y. State, owners; William B. Drew, master.

LEBANON, sch., 120 tons; built Richmond, Me., 1836; length, 81 ft. 2½ in.; breadth, 23 ft. 3 in.; depth, 7 ft. 3 in.; billet head. Reg. Mar. 13, 1841. Henry R. Stickney, Daniel Hallet, Alexander Hobbs, Joshua F. Weeks, William Kimball, all of Portland, owners; Daniel Hallet, master.

LEO, bgtne., 156 tons; built Newbury, 1810; length, 73 ft.; breadth, 22 ft. 4 in.; depth, 11 ft. 2 in. Reg. Dec. 18, 1810. Jacob Stone, owner; Joseph Rutherford, master. Reg. Feb. 5, 1812. Jacob Stone, John Adams of Marblehead, owners; John Adams, master. Reg. Mar. 29, 1815. Jacob Stone, William Huse, owners; William Huse, master. Reg. May 14, 1817. Jacob Stone, owner; Daniel Stone, master. Reg. Jan. 31, 1823. John Wood, owner; Mark Symons, master. Reg. Dec. 15, 1823. John Wood, Joseph L. Colby, jr. owners; Joseph L. Colby, jr., master. Reg. Dec. 30, 1824. John Wood, owner; Benjamin Lunt, jr., master.

LEO, sch., 57 tons; built Newbury, 1832; length, 58 ft. 10 in.; breadth, 16 ft. 9 in.; depth, 6 ft. 8½ in. Reg. Apr. 21, 1832. Oliver Hallett, Edward B. Hallett, John Reed, Abel K. Foster, Daniel Crocker, John Eldridge, Charles Hallett, all of Yarmouth, owners; Freeman Tailor, master.

LEONARD, bgtne., 143 tons; built Amesbury, 1792; length, 69 ft.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in. Reg. June 21, 1792. John Wells, owner; John Wells, master.

LEONIDAS, pink stern sch., 54 tons; built Salisbury, 1831; length, 58 ft.; breadth, 15 ft. 5 in.; depth, 6 ft. 10 in. Reg. Jan. 12, 1838. Adam Sinnett, George Sinnett, Michael Sinnett, Levi Totman, James Trufant, all of Harpswell, Me., owners; George Sinnett, master.

LEONORE, ship, 370 tons; built Newbury, 1835; length, 116 ft. 1 in.; breadth, 26 ft. 6 in.; depth, 13 ft. 3 in.; figure head, a female. Reg. Dec. 8, 1835. Micajah Lunt, jr., Charles W. Storey, owners; George Lunt, master. Reg. Oct. 10, 1842. Micajah Lunt of Newbury. Charles W. Storey, William Graves, owners; William Graves, master.

LEONTINE, sch., 82 tons; built Wells, Me., 1836; length, 70 ft.; breadth, 22 ft. ½ in.; depth, 6 ft. 8 in.; billet head. Reg. Apr. 17, 1848. Elisha Wiswall of Boston, Moses Coombs, Bliss Blodgett, both of Bucksport, Me., owners; Moses Coombs, master.

LEVANT, brig, 202 tons; built Brewer, Me., 1819; length, 82 ft. 4 in.; breadth, 22 ft. 8 in.; depth, 12 ft. 4 in.; billet head. Reg. Sept. 9, 1825. Green Sanborn, Benjamin Harrod, David Wood, jr., owners; David Wood, jr., master. Reg. Sept. 10, 1825. Green Sanborn, Benjamin Harrod, both of Newburyport, John Wills, jr., of Newbury, owners; David Wood, master. Reg. Sept. 1, 1826; 184 tons, John Wills, jr., Green Sanborn, owners; Dennis Janvrin, master. Reg.

Jan. 29, 1828. John Wills, jr., of Newbury, owner; Dennis Janvrin, master.

LEVANT, ship, 382 tons; built Newbury, 1831; length, 112 ft. 10 in.; breadth, 27 ft. 5½ in.; depth, 13 ft. 8¾ in.; billet head. Reg. June 22, 1831. Jacob Covington, Isaac L. Hedge, Thomas Hedge, James Bartlet, jr., all of Plymouth, owners; Thomas Russell, master.

LIBERTY, sch., 103 tons; built Salisbury, 1808; length, 68 ft. 7 in.; breadth, 21 ft. 2 in.; depth, 8 ft. 4 in. Reg. Mar. 13, 1809. Benjamin Merrill, Samuel Chase, owners; Joseph Rutherford, master. Reg. June 24, 1809. Benjamin Merrill, owner; Joseph Rutherford, master. Reg. Aug. 6, 1810; 133 tons. Benjamin Merrill, Joseph Russel, owners; Joseph Russel, master. Reg. Oct. 8, 1818. Joseph Williams, owner; Andrew Wilson, master. Reg. Feb. 28, 1817. Joseph Williams, owner; Andrew Wilson, jr., master. Reg. Nov. 23, 1815. Joseph Williams, Joseph Coffin, owners; Joseph Coffin, master. Reg. May 23, 1815. Joseph Williams, owner; Andrew Wilson, jr., master. Reg. Mar. 26, 1822. Joshua Carter, owner; Zebulon Titcomb, master. Reg. Mar. 26, 1823. Edward Reynolds, William Reynolds, both of Boston, Zebulon Titcomb, owners; Zebulon Titcomb, master.

LIBRA, brig, 168 tons; built Castine, 1801; length, 80 ft. 11 in.; breadth, 24 ft. 4 in.; depth, 9 ft. 11 in. Reg. Feb. 21, 1805. Thomas M. Clark, Isaac Adams, owners; James Francis, master. Reg. Oct. 11, 1805; altered to a ship, 203 tons. Thomas M. Clark, Isaac Adams, owners; James Francis, master. Reg. June 13, 1807. Thomas M. Clark, Isaac Adams, James Francis, owners; James Francis, master. Reg. July 19, 1808. Philip Bagley, Edward Little, owners; Florence G. Dawsett, master.

LIFE BOAT, sch., 130 tons; built Kennebunkport, Me., 1853; length, 79 ft. 6 in.; breadth, 21 ft. 11 in.; depth, 8 ft. 6 in.; billet head. Reg. Mar. 19, 1856. Robert Bayley, jr., Robert Bayley, Charles M. Bayley, owners; William Reed, master. Reg. Dec. 3, 1856. Robert Bayley, jr., Robert Bayley, Charles M. Bayley, owners; William Reed, master. Reg. Nov. 13, 1857. Robert Bayley, jr., Robert Bayley, Charles M. Bayley, owners; William Reed, master. Reg. Nov. 15, 1860. Robert Bayley, jr., Robert Bayley, Charles N. Bayley, owners; William Reed, master. Reg. Nov. 25, 1861. Robert Bayley, jr., Robert Bayley, Charles M. Bayley, William Reed, owners; William Reed, master. Reg. Mar. 16, 1864. Robert Bayley,

jr., Robert Bayley, Charles M. Bayley, William Reed, owners; William Reed, master.

LITTLE CHERUB, ship, 180 tons; built Bradford, 1791; length, 76 ft. 7 in.; breadth, 23 ft. 5 in.; depth, 11 ft. 8½ in.; billet head. Reg. Nov. 10, 1791. Thomas Ramsden of Boston, owner; Isaac Bridges, master.

LITTLE DICK, sch., 109 tons; built Pepperrelboro, 1800; length, 71 ft. 10 in.; breadth, 20 ft. 6 in.; depth, 8 ft. 6½ in. Reg. Feb. 24, 1804. Joseph Brown, Joseph O'Brien, owners; Thomas Eastman, master. Reg. Dec. 6, 1804. Joseph Brown, Joseph O'Brien, owners; Augustus Ryan, master. Reg. Oct. 21, 1805. Joseph Brown, Joseph O'Brien, owners; Jeremiah Elliot, master. Reg. Nov. 24, 1806. Joseph Brown, Joseph O'Brien, owners; Jeremiah Elliot, master. Reg. Nov. 17, 1807. Joseph Brown, Joseph O'Brien, owners; Moses Brown, jr., master. Reg. Aug. 9, 1808. Joseph O'Brien and Joseph Brown, owners; Moses Brown, jr. master. Reg. May 26, 1809. John Wood, jr., Joseph Cutler, owners; Amos Dennis, master.

LIVELY, bgtn., 130 tons; built Salisbury, 1789; length, 67 ft. 10 in.; breadth, 21 ft. 2 in.; depth, 10 ft. 7 in. Reg. Nov. 4, 1789. Moses Brown, owner; John Newman, master. Reg. July 9, 1794. George Searle, Joseph Tyler, owners; Peter Commins Gilbert, master.

LIVELY, sch., 97 tons; built Amesbury, 1789; length, 60 ft. 4 in.; breadth, 17 ft. 2 in.; depth, 10 ft. 9 in. Reg. Nov. 10, 1801. Timothy Rogers of Gloucester, owner; Joseph Saunders, master.

LIVELY, sloop, 52 tons; built Kennebunk, 1795; length, 50 ft. 1 in.; breadth, 16 ft. 8 in.; depth, 7 ft. 6 in. Reg. Jan. 9, 1818. Joseph Brown, Stephen Tilton, owners; Caleb Lufkin, master.

LIVELY, pink stern sch., 43 tons; built Newbury, 1817; length, 49 ft. 9½ in.; breadth, 15 ft. 4¾ in.; depth, 6 ft. 7 in. Reg. Mar. 14, 1823. Carver Davis, Isaac D. Parsons, both of Portsmouth, N. H., owners; Carver Davis, master.

LIZZIE H. KIMBALL, brig, 290 tons; built Newburyport, 1867. Reg. 1867. D. T. Woodwell and others, owners.

LLOYD, brig, 219 tons; built Newbury, 1810; length, 86 ft.; breadth, 24 ft. 2 in.; depth, 12 ft. 1 in. Reg. Apr. 18, 1810. Richard Pike, Philip Coombes, both of Newbury, Benjamin Wyatt, Jeremiah Nelson, Isaac Rand, David Coffin, owners; Isaac Rand, master.

LODI, sch., 95 tons; built Salisbury, 1836-37; length, 68 ft. 7 in.; breadth, 18 ft. 5 in.; depth, 8 ft. 7 in. Reg. Apr. 28, 1837. John Picket, Richard Picket, both of Beverly, owners; Benjamin Woodbery, master.

LONDON, ship, 356 tons; built Newbury, 1827; length, 112 ft. 9 in.; breadth, 26 ft. 5½ in.; depth, 13 ft. 3¼ in.; billet head. Reg. Jan. 1, 1828. Benjamin Hale of Newbury, Paul Simpson, owners; Jesse Brown, master.

LONDON, pink stern sch., 52 tons; built Essex, 1828; length, 53 ft. 8 in.; breadth, 15 ft. 9½ in.; depth, 7 ft. 2 in. Reg. Mar. 25, 1841. Rufus Varrall, jr., of York, Me., owner; Rufus Varrall, jr., master.

L'ORIENT, brig, 167 tons; built Hampden, Me., 1837; length, 85 ft. 8 in.; breadth, 25 ft. 3½ in.; depth, 8 ft. 11 in.; billet head. Reg. Oct. 30, 1843. George W. Knight of Newbury, Philip Coombs, John Coombs, owners; George W. Knight, master.

LOUISA, sch., 98 tons; built Barnstable, 1837; length, 70 ft. 1 in.; breadth, 22 ft. 2 in.; depth, 7 ft. 4 in.; billet head. Reg. Apr. 21, 1854. Joseph C. Bailey, James M. Brookings, both of Pittston, Me., Joseph Bradstreet, George Gray, both of Gardiner, Me., owners; Joseph C. Bailey, master.

LOUISIANA, sch., 109 tons; built Salisbury, 1840; length, 78 ft. 9 in.; breadth, 21 ft. 9 in.; depth, 7 ft. 3½ in.; billet head. Reg. Aug. 18, 1842. Charles Marsh, Jacob R. Currier, George Merrill, Moses Merrill, Timothy P. Osgood, Charles Fowler, all of Salisbury, owners; Charles Marsh, master. Reg. July 15, 1844. Josiah Haskell of Rockport, Eben Low, Dudley Choate, Jabez R. Gott, Ebenezer Rowe, Henry Dennis, all of Rockport, owners; Josiah Haskell, master.

LUCIA, ship, 310 tons; built Salisbury, 1795; length 97 ft. 2 in.; breadth, 27 ft.; depth, 13 ft. 6 in. Reg. Oct. 5, 1795. William Gray, jr., of Salem, owner; Thomas Meek, master.

LUCRETIA, brig, 114 tons; built Hanover, 1800; length, 78 ft. 4 in.; breadth, 22 ft. 6 in.; depth, 7 ft. 6 in. Reg. Oct. 30, 1804. George Jenkins, owner; William Morris, master.

LUCRETIA, elliptic stern ship, 895 tons; built Newburyport, 1859; length, 165 ft.; breadth, 34 ft. 4 in.; depth, 17 ft. 2 in.; billet head. Reg. Aug. 12, 1859. Benjamin A.

Gould of Boston, Edward S. Moseley, owners; Isaac Harding, jr., master.

LUCY, sch., 49 tons; built Mount Desert, 1785; length, 54 ft. 10 in.; breadth, 16 ft. 9 in.; depth, 6 ft. 3 in. Reg. July 11, 1794. John Holland, William Trow, owners; William Trow, master. Reg. Dec. 15, 1795; 68 tons. Benjamin Shaw, owner; Joseph Noyes, master.

LUCY, brig, 125 tons; built Amesbury, 1790; length, 68 ft. 1 in.; breadth, 20 ft. 8 in.; depth, 10 ft. 4 in.; figure head, woman. Reg. Jan. 13, 1804. Leonard Smith, owner; Joseph H. Woodman, master.

LUCY, brig, 152 tons; built Salem, 1792; length, 75 ft. 10 in.; breadth, 21 ft. 8 in.; depth, 10 ft. 10 in. Reg. Oct. 27, 1801. Moses Brown, Nicholas Tracy, Samuel Walton of Salisbury, owners; Samuel Walton, master.

LUCY, sch., 76 tons; built Newbury, 1793; length, 63 ft. 9 in.; breadth, 20 ft. 2 in.; depth, 7 ft. Reg. Jan. 22, 1794. John Balch, owner; John Pilsbury, master. Reg. Aug. 6, 1794. John Balch, owner; Joseph Hills Woodman, master. Reg. May 27, 1795. John Balch, Jonathan Gage, owners; William Huse, master. Reg. Mar. 16, 1797. Paul Thurlo, Joseph Toppan, both of Newbury, Pardon Brockway, owners; Joseph Garrison, master. Reg. Jan. 18, 1798. Joseph Toppan of Newbury, Pardon Brockway, Paul Thurlo of Newbury, owners; Anthony Knap, master. Reg. Jan. 18, 1799. Joseph Toppan of Newbury, Pardon Brockway, owners; Christopher Bassett, master. Reg. June 12, 1799. Moses Brown, Samuel A. Otis, William Wyer, jr., Nicholas Tracy, Tristram Coffin, Samuel Walton of Salisbury, owners; Samuel Walton, master. Reg. May 29, 1800. Robert Follansbe, Oliver Osgood, Jacob Osgood, all of Salisbury, owners; Robert Follansbee, master. Reg. May 17, 1820. John Wells, jr., owner; Ebenezer Small, jr., master. Reg. Sept. 25, 1823. Hiram Leach, Charles Snowman, Nathan B. Wight, William Snowman, Isaac B. Leach, all of Penobscot, Me., owners; Charles Snowman, master.

LUCY, bgtne., 101 tons; built Amesbury, 1795; length, 67 ft.; breadth, 20 ft. 7 in.; depth, 8 ft. 7 in. Reg. May 4, 1795. Charles Goodrich, Richard Pike, David Coffin, owners; Jacob Stone, master. Reg. Nov. 17, 1795. Richard Pike, Samuel Bayley, Charles Goodrich, owners; Charles Goodrich, master. Reg. July 26, 1796. Richard Pike, Samuel Bayley, owners; Jacob Stone, master.

LUCY, brig, 125 tons; built Amesbury, 1795; length, 68 ft. 1 in.; breadth, 20 ft. 8 in.; depth, 10 ft. 4 in.; figure head, woman. Reg. Mar. 26, 1798. Leonard Smith, owner; Thomas Smith, master.

LUNA, brig, 140 tons; built Salisbury, 1797; length, 73 ft. 3 in.; breadth, 22 ft. 7 in.; depth, 9 ft. 10½ in. Reg. Feb. 5, 1798. William Milbery, owner; William Milbery, master.

LYDIA, sloop, 54 tons; built Newbury, 1781; length, 53 ft. 6 in.; breadth, 17 ft. 4 in.; depth, 6 ft. 11 in. Reg. Aug. 16, 1790. Joseph Stanwood, owner; Thomas Adams, master.

LYDIA, bgtne., 152 tons; built Salisbury, 1790; length, 72 ft. 2 in.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in. Reg. Nov. 27, 1790. Samuel Gray of Salem, owner; Alexander Coffin, master.

LYDIA, sch., 31 tons; built Newbury, 1792; length, 44 ft. 4 in.; breadth, 13 ft. 10½ in.; depth, 6 ft. Reg. Aug. 22, 1800. Moses Brown, owner; Richard Adams, master.

LYDIA, brig, 136 tons; built New Castle, 1799; length, 76 ft. 7 in.; breadth, 22 ft. 10 in.; depth, 9 ft.; figure head. Reg. Feb. 28, 1803. Thomas M. Clark and Stephen Bartlett of Newburyport, Orlando B. Merrill of Newbury, owners; Edmund Wingate, master. Reg. Jan. 30, 1804. Orlando B. Merrill of Newbury, Thomas M. Clark, Stephen Bartlett, owners; Edmund Wingate, master.

LYDIA, sch., 94 tons; built Bradford, 1802; length, 67 ft. 7 in.; breadth, 19 ft. 4 in.; depth, 8 ft. 3½ in. Reg. June 18, 1802. James Bowler of Marblehead, owner; John Cloutman, master.

LYDIA, sch., 74 tons; built Haverhill, 1803; length, 62 ft. 2 in.; breadth, 18 ft. 9 in.; depth, 7 ft. 5 in. Reg. May 12, 1803. Joseph Lovett, William Lovett, both of Beverly, owners; Joseph Lovett, master.

LYDIA, sch., 117 tons; built Amesbury, 1804; length, 73 ft. 10 in.; breadth, 22 ft. 2 in.; depth, 8 ft. 3½ in. Reg. Nov. 27, 1804. John Coombes, Philip Coombs, owners; John Bragdon, master. Reg. Nov. 9, 1805. John Coombs, Philip Coombs, owners; Joseph Bragdon, master. Reg. Oct. 22, 1806. John Coombs, Philip Coombs, owners; Joseph Bragdon, master. Reg. Mar. 27, 1809. John Coombs, Philip Coombs, owners; David Haskell, master. Reg. Apr. 29, 1811; altered to a bgtne., 160 tons. John Coombs and Philip Coombs, owners; David Haskell, master. Reg. Mar. 30, 1812. Philip Coombs, David Haskell, owners; David Haskell, master. Reg. Mar. 2, 1815. Phillip Coombs, David Haskell,

owners; David Haskell, master. Reg. Sept. 19, 1817. Philip Coombs, David Haskell, owners; Amos Dennis, master. Reg. Oct. 30, 1821. Philip Coombs, David Haskell, owners; David Haskell, master. Reg. Dec. 6, 1822. Philip Coombs, David Haskell, owners; Thomas Morrison, master.

LYDIA, sch., 90 tons; built Haverhill, 1808; length, 62 ft. 1 in.; breadth, 19 ft. 2 in.; depth, 8 ft. 2 in. Reg. Oct. 21, 1809. Jeremiah Faris, Samuel Burges, both of Barnstable, owners; Samuel Burges, master.

LYDIA, sch., 79 tons; built Seabrook, 1815; length, 60 ft. 6 in.; breadth, 18 ft. 8½ in.; depth, 8 ft. 2¾ in. Reg. Mar. 11, 1817. David Chase of Seabrook, N. H., Enoch Hale, Benjamin W. Wood, both of Newbury, owners; Joseph Bragdon, master. Reg. Oct. 1, 1819. Benjamin W. Hale, Enoch Hale, jr., Enoch Hale, William Hale, all of Newbury, owners; Benjamin Barber, master. Reg. Feb. 11, 1819. Benjamin W. Hale, Enoch Hale, jr., Enoch Hale, William Hale, all of Newbury, owners; Nathaniel Coffin, master. Reg. Jan. 5, 1821; 95 tons. Benjamin W. Hale, Enoch Hale, jr., Enoch Hale, William Hale, all of Newbury, owners; Alexander Livingston, master.

LYMAN, barque, 369 tons; built Newbury, 1849; length, 115 ft. 9 in.; breadth, 26 ft. 6 in.; depth, 13 ft. 3 in.; billet head. Reg. Mar. 24, 1849. William Hammond of Marblehead, Justus Doane of Chatham, Henry P. Oxnard, Foster Waterman, Elijah P. Fish, all of Boston, owners; Justus Doane, master.

LYRA, ship, 811 tons; built Newburyport, 1855; length, 159 ft. 9 in.; breadth, 33 ft. 4 in.; depth, 16 ft. 8 in.; figure head. Reg. Sept. 26, 1855. John N. Cushing, William Cushing, Henry Johnson, Nicholas Johnson, owners; Albert Cheever, master.

MAC, ship, 165 tons; built Haverhill, 1796; length, 76 ft. 4 in.; breadth, 22 ft. 4 in.; depth, 11 ft. 2 in. Reg. Apr. 22, 1797. Robert MacGregore of Goffstown, N. H., owner; Cornelius Mausise, master. Reg. Apr. 18, 1798. Crowell Hatch of Roxbury, owner; John Boit, jr., master.

MAC, brig, 142 tons; built Newburyport, 1803; length, 75 ft. 5 in.; breadth, 22 ft. 10½ in.; depth, 9 ft. 7½ in. Reg. Sept. 5, 1803. Robert McGregore, John McGary, owners; Nathaniel Fowler, master. Reg. Mar. 3, 1804. Daniel Huntress, William Ham, Aaron Lakeman, all of Portsmouth, N. H., owners; Robert Bragg, master.

MADISON, brig, 127 tons; built Haverhill, 1807; length, 24 ft. 6 in.; breadth, 22 ft.; depth, 9 ft. Reg. June 11, 1807. James Horton, James Dennis, owners; John Dole, master. Reg. Mar. 13, 1809. James Horton, James Dennis, owners; Michael Toppan, master. Reg. Mar. 16, 1811. James Horton, James Dennis, owners; George Offutt, master.

MAGNET, sch., 100 tons; built Portland, 1799; length, 68 ft. 9 in.; breadth, 20 ft. 4 in.; depth, 8 ft. 4 in. Reg. July 5, 1800. Elias Hunt of Newbury, Philip Aubin, owners; Philip Aubin, master. Reg. June 12, 1801. Jonathan Young, owner; Jeremiah Young, master.

MAHALA, sch., 102 tons; built Plymouth, 1830; length, 68 ft. 1 in.; breadth, 18 ft. 7 in.; depth, 9 ft. 2 in.; billet head. Reg. Oct. 25, 1859. Christopher G. Rogers of Montville, Conn., owner; William Pynn, master.

MAHALA WINDSOR, brig, 159 tons; built Duxbury, 1796; length, 72 ft. 6 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 5 in. Reg. Mar. 27, 1805. Ebenezer Stocker, Oliver Putnam, owners; Thomas Kimball, master. Reg. Dec. 18, 1805. Ebenezer Stocker, owner; Thomas Kimball, master.

MAID OF THE MILL, sch., 75 tons; built Newbury, 1821; length, 59 ft. 11 in.; breadth, 16 ft. 6 in.; depth, 8 ft. 8½ in. Reg. May 19, 1821. George W. Walker of Portsmouth, N. H., owner; George W. Walker, master.

MAINE, sch., 111 tons; built Penobscot, Me., 1824; length, 75 ft. 2 in.; breadth, 22 ft. 7 in.; depth, 7 ft. 7 in. Reg. Feb. 20, 1833. Anson Lanphere, agent for Franklin Spofford, Enoch Barnard, both of Bucksport, owners; Anson Lanphere, master.

MAIZE, sch., 72 tons; built Newburyport, 1828; length, 63 ft.; breadth, 19 ft. 5½ in.; depth, 7 ft. 6 in.; billet head. Reg. July 15, 1841. Henry Verill, William Tate, George W. Pilsbury, all of Thomaston, Me., owners; Henry Verill, master.

MANDARIN, ship, 320 tons; built Amesbury, 1803; length, 98 ft. 4 in.; breadth, 27 ft. 3 in.; depth, 13 ft. 7½ in. Reg. Dec. 28, 1803. John Prince, jr., Ebenezer Pribble, both of Boston, John Derby of Salem, owners; John Becket, master.

MANHATTAN, sch., 79 tons; built Phillipstown, N. Y., 1802; length, 61 ft.; breadth, 22 ft.; depth, 7 ft. 2 in.; figure head, a man. Reg. Jan. 13, 1811. Joseph O'Brien and Benjamin Merrill, owners; John O'Brien, master. Reg. Aug. 12, 1811. Benjamin Merrill, owner; Nicholas Pierce, master.

MARGARET, bgtne., 69 tons; built Baltimore, Md., 1788; length, 51 ft. 7 in.; breadth, 18 ft. 5 in.; depth, 8 ft. 10 in.; figure head, woman. Reg. Aug. 9, 1792. Samuel Bayley, John O'Brian, Richard Pike, owners; John Holland, master.

MARGARET, bgtne., 133 tons; built Amesbury, 1819; length, 76 ft. 5 in.; breadth, 22 ft. 2½ in.; depth, 9 ft. ½ in. Reg. Nov. 20, 1819. Joseph Edwards, owner; Charles Davenport, master. Reg. Dec. 10, 1821. Winthrop Sargeant of Gloucester, Joseph Edwards, owners; David Knight, master. Reg. Dec. 27, 1824; 165 tons. John Chickering, Theophilus Poor, Seth Sweetser of Newbury, owners; Theophilus Poor, master.

MARGARET, sch., 73 tons; built Freeport, Me., 1832; length, 64 ft. 10 in.; breadth, 18 ft. 11½ in.; depth, 7 ft. ½ in.; billet head. Reg. Oct. 25, 1858. William E. Huntley of Machias, Me., Daniel Palmer of Boston, owners; William E. Huntley, master.

MARGARET ANN, sch., 99 tons; built Newburyport, 1848; length, 75 ft. 2 in.; breadth, 20 ft.; depth, 7 ft. 6 in.; billet head. Reg. Dec. 11, 1848. Daniel Dow of Newbury, Robert Morss of Boston, Benjamin P. Dow, owners; E. P. Short, master.

MARIA, sch., 69 tons; built Amesbury, 1786; length, 59 ft. 4 in.; breadth, 17 ft. 6 in.; depth, 7 ft. 9 in. Reg. Apr. 14, 1790. Joseph Marquand, owner; Phillip Aubin, master. Reg. Apr. 30, 1791. M. M. Hays of Boston, owner; John Gibson, master.

MARIA, bgtne., 70 tons; built Salisbury, 1791; length, 57 ft. 6 in.; breadth, 17 ft. 3 in.; depth, 8 ft. 3 in. Reg. May 2, 1791. Ebenezer Stocker, owner; Ebenezer Stocker, master.

MARIA, sch., 72 tons; built Salisbury, 1796; length, 61 ft. 7 in.; breadth, 17 ft. 10 in.; depth, 7 ft. 7½ in. Reg. May 13, 1796. William Homan of Beverly, owner; James Ford, master.

MARIA, sch., 84 tons; built Salisbury, 1798; length, 64 ft. 11 in.; breadth, 20 ft. 1½ in.; depth, 7 ft. 6 in.; figure head, woman. Reg. Jan. 4, 1799. Abraham Jackson, William W. Prout, Samuel Giles Parsons, Jacob Stone, owners; Jacob Stone, master.

MARIA, ship, 300 tons; built Salisbury, 1805; length, 96 ft. 4 in.; breadth, 26 ft. 8 in.; depth, 13 ft. 4 in. Reg. Sept. 16, 1807. Robert Foster, James Rowell of Salisbury, William Davis of Amesbury, owners; James Rowell, master. Reg. July 19, 1805. Jonathan Barnard, William Davis, both of



SHIP "LAWRENCE BROWN" OF NEWBURYPORT, 945 TONS, BUILT AT NEWBURYPORT IN 1855

From an oil painting by B. Tindall, London. Photograph by George E. Noyes, Newburyport

Courtesy Marine Research Society

Amesbury, James Rowell of Salisbury, Robert Foster, owners; James Rowell, master.

MARIA, pink stern boat, 20 tons; built Newbury, 1814; length, 37 ft. 9 in.; breadth, 11 ft. 7 in.; depth, 5 ft. 4 in. Reg. Mar. 6, 1815. William Norwood of Gloucester, owner; William Norwood, master.

MARIA, sch., 105 tons; built Plymouth, 1815; length, 64 ft. 3 in.; breadth, 19 ft. 3¼ in.; depth, 9 ft. 11 in. Reg. Nov. 28, 1822. John Chickering, owner; James Richardson, master.

MARIA, sch., 115 tons; built Dorchester Co., Md., 1841; length, 74 ft.; breadth, 22 ft.; depth, 8 ft. 2 in.; figure head, woman. Reg. Dec. 13, 1849. Moses Sweetser, owner; Albert Cheever, master.

MARIA JANE, bgtne., 173 tons; built Salisbury, 1796; length, 75 ft.; breadth, 23 ft. 2½ in.; depth, 11 ft. 7¼ in. Reg. Oct. 26, 1796. John Salter of Portsmouth, N. H., owner; John Salter, master.

MARIA THERESA, sch., 148 tons; built Newbury, 1847; length, 86 ft.; breadth, 23 ft.; depth, 8 ft. 6 in.; billet head. Reg. Apr. 1, 1847. Daniel R. Bowker of Salem, owner; Rowland Smalley, master.

MARIETTA, pink stern sch., 35 tons; built Essex, 1830; length, 45 ft. 6 in.; breadth, 13 ft. 10 in.; depth, 6 ft. 7 in. Reg. Dec. 27, 1833. Nathaniel White of New Castle, Rufus Kittredge of Portsmouth, N. H., owners; Nathaniel White, master.

MARINER, brig, 112 tons; built Newbury, 1809; length, 69 ft. 7 in.; breadth, 20 ft. 4½ in.; depth, 9 ft. 2 in. Reg. Sept. 13, 1809. David Coffin, owner; Stephen Webber, master. Reg. July 17, 1810; altered to a bgtne, 126 tons. David Coffin, owner; Ebenezer H. Eaton, master. Reg. Jan. 21, 1811. Samuel McClintock, Thomas Haven, both of Portsmouth, owners; Samuel McClintock, master.

MARINER, sch., 60 tons; built Essex, 1827; length, 55 ft. 8 in.; breadth, 16 ft. 9 in.; depth, 7 ft. 6 in.; billet head. Reg. Apr. 3, 1849. Patrick McLaughlin of Camden, Me., owner; Patrick McLaughlin, master.

MARK AND ABIGAIL, ship, 240 tons; built Deer Isle, 1807; length, 85 ft.; breadth, 25 ft. 7 in.; depth, 12 ft. 9½ in. Reg. Dec. 28, 1810. Stephen Bartlet, Edmond Bartlet, Thomas M. Clark, owners; Thomas Johnson, master. Reg. Jan. 3, 1811. Thomas M. Clark, Edmund Bartlet, owners; Thomas Johnson, master. Reg. Aug. 10, 1807. Ignatius

Haskell of Deer Isle, Solomon Haskell of Newbury, owners; John Elliot, master. Reg. May 15, 1809. Thomas M. Clark, owner; Isaac Park, master.

MARMION, ship, 351 tons; built Haverhill, 1811; length, 102 ft.; breadth, 28 ft.; depth, 14 ft.; figure head, a man. Reg. May 24, 1811. Ebenezer Rollins of Boston, owner; Elias Davis, jr., master.

MARS, bgtne., 184 tons; built Newbury, 1793; length, 75 ft. 4 in.; breadth, 24 ft.; depth, 12 ft. Reg. Sept. 12, 1793. George Searle, John Donaldson Esq. of Philadelphia, Pa., owners; Daniel Richards, master.

MARS, brig, 128 tons; built Amesbury, 1798; length, 67 ft. 11 in.; breadth, 21 ft. 7 in.; depth, 9 ft. Reg. Apr. 23, 1799. Thomas Brown, Gilman White, owners; Thomas Buntin, master. Reg. Mar. 12, 1802; 156 tons. Thomas Brown, Gilman White, owners; Samuel Chase, master. Reg. Dec. 3, 1802. Leonard Smith, owner; John Smith, master. Reg. Feb. 29, 1804; altered to a barque. Leonard Smith, owner; John N. Cushing, master. Reg. Apr. 1, 1809. Leonard Smith, owner; John Smith, master.

MARS, brig, 269 tons; built Newbury, 1823; length, 93 ft. 4 in.; breadth, 25 ft. 7½ in.; depth, 12 ft. 9¾ in.; figure head, man. Reg. May 28, 1823. John Pettingel, owner; John H. Titcomb, master. Reg. Apr. 21, 1826. Jacob Greenleaf, Nathaniel Smith, Joseph S. Pike, Edward S. Rand, owners; John H. Titcomb, master.

MARTHA, sloop, 55 tons; built Scarbrough, 1800; length, 58 ft. 3 in.; breadth, 17 ft. 3 in.; depth, 6 ft. 4 in. Reg. Oct. 6, 1807. Rufus Miliken, Samuel Haines, Benjamin Miliken, George Hight, Joseph Foss, all of Scarborough, owners; Abraham Miliken, master.

MARTHA, sch., 76 tons; built Haverhill, 1832; length, 69 ft. 8 in.; breadth, 17 ft. 1 in.; depth, 7 ft. 2 in.; billet head. Reg. July 3, 1832. William Caldwell of Haverhill, owner; William Caldwell, jr., master.

MARTHA, bgtne., 182 tons; built Amesbury, 1782; length, 79 ft. 4 in.; breadth, 22 ft. 11 in.; depth, 11 ft. 5 in. Reg. Dec. 4, 1789. Thomas Thomas, owner; Elisha Small, master. Reg. Dec. 17, 1791; altered to a ship. Thomas Thomas, owner; Jonathan Titcomb, jr., master. Reg. Jan. 4, 1793. Thomas Thomas, owner; Solomon Babson, master.

MARTHA, bgtne., 173 tons; built Newbury, 1790; length, 75 ft. 6 in.; breadth, 23 ft. 2 in.; depth, 11 ft. 7 in. Reg.

May 25, 1790. John Pettingel, Leonard Smith, owners; John Wells, master.

MARTHA, sch., 33 tons; built Newburyport, 1791; length, 48 ft. 8 in.; breadth, 12 ft. 11 in.; depth, 6 ft. Reg. July 13, 1795. Phillip Coombs, Thomas Kilborn, owners; Thomas Kilborn, master. Reg. Nov. 28, 1795. Thomas Thomas, jr., owner; Gee Colby, master.

MARY, bgtne., 69 tons; purchased at Martinique, 1783; length, 52 ft. 7 in.; breadth, 17 ft. 10½ in.; depth, 8 ft. 10½ in. Reg. July 22, 1793. Joseph Marquand, owner; Benjamin Leach, master.

MARY, sloop, 72 tons; built Duxbury, 1784; length, 60 ft. 7 in.; breadth, 19 ft. 6 in.; depth, 7 ft. 3 in. Reg. Oct. 10, 1789. Leonard Smith, John Pettingell, owners; Benj. Felt Knap, master. Reg. Nov. 11, 1795. John Pettingel, Leonard Smith, owners; Joseph Goodhue, master. Reg. Sept. 3, 1794. John Pettingel, Leonard Smith, owners; Joseph Goodhue, master.

MARY, ship, 209 tons; built Portsmouth, Va., 1784; length, 84 ft. 10 in.; breadth, 23 ft. 9 in.; depth, 11 ft. 10½ in. Reg. Feb. 21, 1793. Joseph Tyler, George Searle, owners; Benjamin Calley, master.

MARY, bgtne., 144 tons; built Kennebeck, 1786; length, 70 ft. 1 in.; breadth, 22 ft.; depth, 11 ft. Reg. Mar. 1, 1790. Joshua Carter, owner; Thomas Carter, master. Reg. Sept. 8, 1796. Joshua Carter, owner; Eliphalet Hale, master.

MARY, bgtne., 166 tons; built Newbury, 1787; length, 74 ft. 11 in.; breadth, 22 ft. 9 in.; depth, 11 ft. 4 in. Reg. June 30, 1790. Moses Brown, owner; Henry Lunt, master. Reg. Nov. 5, 1796. Moses Brown, William Faris, Ebenezer Stocker, owners; Robert Jenkins, master.

MARY, bgtne., 146 tons; built Salisbury, 1789; length, 70 ft. 6 in.; breadth, 22 ft. 1 in.; depth, 11 ft. ½ in. Reg. Jan. 13, 1791. Jonathan Boardman, owner; William Boardman, master.

MARY, bgtne., 206 tons; built Newburyport, 1790; length, 80 ft.; breadth, 24 ft. 6 in.; depth, 12 ft. 3 in. Reg. Jan. 9, 1794. Theophilus Bradbury, jr., Theophilus Bradbury, Esq., Thomas Woodbridge Hooper, owners; George Nowell, master. Reg. Dec. 13, 1790. Nicholas Johnson, owner; Joseph O'Brien, master.

MARY, ship, 230 tons; built Newburyport, 1791; length, 85 ft. 2 in.; breadth, 25 ft.; depth, 12 ft. 6 in.; figure head, woman. Reg. Nov. 10, 1791. Tristram Barnard, David

Sears, Esq., both of Boston, owners; Tristram Barnard, master.

MARY, ship, 163 tons; built Newburyport, 1791; length, 71 ft. 7 in.; breadth, 23 ft. 2 in.; depth, 11 ft. 7 in. Reg. Sept. 8, 1794. Edmund Swett, owner; Samuel Swett, master.

MARY, snow, 162 tons; built Amesbury, 1791; length, 71 ft. 7 in.; breadth, 23 ft. 2 in.; depth, 11 ft. 7 in. Reg. Jan. 26, 1792. Edmund Sweat, owner; Charles Goodrich, master.

MARY, bgtne., 191 tons; built Salisbury, 1792; length, 79 ft. 6 in.; breadth, 23 ft. 7 in.; depth, 11 ft. 9½ in. Reg. Feb. 25, 1793. Benjamin Willis of Haverhill, owner; Jonathan Titcomb, jr., master. Reg. Dec. 26, 1798. Joseph Head, Jonathan Amory, both of Boston, owners; Gershom Bradford, master.

MARY, sch., 104 tons; built Brunswick; length, 71 ft.; breadth, 21 ft. 7 in.; depth, 7 ft. 11 in. Reg. May 7, 1792. William Coombs, owner; John Tufts, master. Reg. May 26, 1796; altered to a bgtne. William Coombs, owner; Thomas Wotham, master.

MARY, ship, 295 tons; built Haverhill, 1793; length, 95 ft. 6 in.; breadth, 26 ft. 7 in.; depth, 13 ft. 3½ in.; figure head, woman. Reg. Nov. 30, 1793. James Reid, owner; Edmund Wingate, master.

MARY, sch., 129 tons; built Newburyport, 1794; length, 71 ft. 3 in.; breadth, 20 ft. 5¾ in.; depth, 10 ft. 2⅞ in. Reg. Dec. 23, 1794. Isaac Green Pearson, William Parsons of Boston, owners; John Somerby, master.

MARY, ship, 180 tons; built Haverhill, 1795; length, 80 ft. 5 in.; breadth, 22 ft. 8 in.; depth, 11 ft. 4 in. Reg. Sept. 5, 1795. Moses Gale of Haverhill, owner; Nathaniel Knight, master.

MARY, snow, 135 tons; built Salisbury, 1795; length, 71 ft. 3 in.; breadth, 22 ft. 5 in.; depth, 9 ft. 11 in. Reg. Nov. 5, 1795. Ephraim Prescott, Benjamin Wheeler, John Cunningham, all of Boston, owners; Ezra Towns, master.

MARY, bgtne., 150 tons; built Salisbury, 1795; length, 73 ft. 8 in.; breadth, 21 ft. 9 in.; depth, 10 ft. 10½ in. Reg. Jan. 18, 1796. Joshua Follansbe, David Follansbe, both of Salisbury, owners; David Follansbe, master.

MARY, sch., 32 tons; built Newbury, 1796; length, 44 ft. 6 in.; breadth, 14 ft. 3 in.; depth, 6 ft. Reg. July 9, 1799. Ambrose Davis, Thomas Follansbe, Nathaniel Fletcher, Philip Stanwood, owners; Ambrose Davis, master. Reg. Nov.

21, 1799. Ambrose Davis, William Bartlet of Amesbury, Nathaniel Fletcher, owners; Andrew Davis, master.

MARY, brig, 135 tons; built Newburyport, 1796; length, 69 ft. 6 in.; breadth, 20 ft. 4½ in.; depth, 11 ft.; figure head, woman. Reg. Nov. 18, 1796. Charles Cornelius Raboteau, Jonathan Young, Friend Dole, owners; Friend Dole, master. Reg. Nov. 10, 1797. Charles Cornelius Raboteau, David Young, Jonathan Young, Friend Dole, owners; David Young, master.

MARY, ship, 147 tons; built Bradford, 1796; length, 74 ft. 5 in.; breadth, 21 ft. 4 in.; depth, 10 ft. 8 in.; figure head. Reg. June 28, 1803. Robert Stevenson, owner; Robert Stevenson, master. Reg. Jan. 13, 1807. Solomon Haskell and Solomon H. Currier of Newbury, William Alexander, owners; Dudley Sargeant, master. Reg. Mar. 21, 1809. William Currier of Newbury, William Alexander, Solomon H. Currier, Andrew Wilson, owners; Andrew Wilson, master. Reg. Aug. 10, 1809. William Currier of Newbury, William Alexander, Andrew Wilson, jr., owners; William Kloot, master. Reg. Jan. 3, 1810. William Currier of Newbury, William Alexander, Andrew Wilson, jr., owners; Joseph Reed, master. Reg. Aug. 2, 1810. William Alexander, William Bayley, Thomas Thomas, owners; John A. Putnam, master.

MARY, sch., 76 tons; built Bradford, 1797; length, 61 ft. 5 in.; breadth, 18 ft. 5½ in.; depth, 7 ft. 10 in. Reg. Apr. 11, 1798. Josiah Nickerson of Provincetown, Enoch James, Elijah Nickerson, both of Boston, owners; William Nickerson, master.

MARY, sch., 81 tons; built Amesbury, 1798; length, 67 ft. 2 in.; breadth, 19 ft. 9 in.; depth, 7 ft. 1 in. Reg. May 22, 1798. Edward Goodrich, John Wentworth Murray, owners; John Wentworth Murray, master.

MARY, bgtne., 134 tons, built Newburyport, 1799; length, 68 ft. 5 in.; breadth, 20 ft. 9½ in.; depth, 10 ft. 11½ in.; figure head, woman. Reg. July 13, 1799. Charles C. Raboteau, Edmund Kimball, owners; Henry Furlong, master. Reg. Aug. 30, 1800; altered to a brig. Abraham Jackson, owner; Florance Dawsett, master. Reg. Feb. 22, 1804. Abraham Jackson, owner; Parker Roberts, master. Reg. May 1, 1810. John Boardman, Nath[anie]l Jackson, William Eaton, owners; Nath[anie]l Jackson, master. Reg. Sept. 30, 1811. John Boardman, Nathaniel Jackson, owners; William Kloot, master.

MARY, brig, 130 tons; built Dighton, 1800; length, 62 ft. 5 in.; breadth, 22 ft. 10 in.; depth, 9 ft. $2\frac{1}{2}$ in. Reg. Sept. 26, 1805. Thomas Morrison, John Peabody, owners; Thomas Morrison, master.

MARY, sch., 97 tons; built Bath, 1800; length, 68 ft. 7 in.; breadth, 20 ft. $10\frac{3}{4}$ in.; depth, 7 ft. 11 in. Reg. May 20, 1807. Edmund Wingate, Robert Foster, owners; Edmund Wingate, master.

MARY, brig, 130 tons; built Bath, 1800; length, 68 ft. 6 in.; breadth, 21 ft. 1 in.; depth, 10 ft. $6\frac{1}{2}$ in. Reg. Mar. 9, 1809; altered to a brig, 130 tons. Robert Foster, owner; James Rowell, master. Reg. July 7, 1810. Robert Foster, Joseph Stover, owners; Joseph Stover, master.

MARY, brig, 204 tons; built Newbury, 1801; length, 81 ft. 5 in.; breadth, 24 ft. 1 in.; depth, 12 ft. $\frac{1}{2}$ in.; figure head, woman. Reg. Mar. 8, 1802. Moses Brown, owner; Robert Jenkins, master. Reg. Mar. 17, 1803. Moses Brown, owner; William Picket, master. Reg. Apr. 2, 1804. Moses Brown, owner; William Picket, master. Reg. Mar. 23, 1807. Moses Brown, owner; Stephen Holland, master. Reg. June 24, 1809. Moses Brown, owner; Moses Hale, master. Reg. Apr. 20, 1811. Moses Brown, owner; Moses Hale, master. Reg. July 7, 1815. Moses Brown, owner; Thomas Morrison, master.

MARY, barque, 204 tons; built Newbury, 1801; length, 81 ft. 5 in.; breadth, 24 ft. 1 in.; depth, 12 ft. $\frac{1}{2}$ in.; figure head, woman. Reg. Oct. 13, 1817; altered to a barque. Moses Brown, Henry Furlong, owners; Henry Furlong, master. Reg. Jan. 30, 1821. Moses Brown, owner; Christopher Bassett, master. Reg. July 17, 1821. William B. Banister, owner; Stephen Holland, master. Reg. Nov. 11, 1824. Nathaniel Bassett, Nathaniel Norton and Winthrop B. Norton, both of Portland, owners; Christopher Bassett, master.

MARY, ship, 249 tons; built Amesbury, 1801; length, 86 ft. 4 in.; breadth, 25 ft. $10\frac{3}{4}$ in.; depth, 12 ft. $11\frac{3}{8}$ in. Reg. June 23, 1801. Abner Wood, owner; Ebenezer Hoyt, master. Reg. Feb. 7, 1806. Abner Wood, owner; Robert Jenkins, master. Reg. July 15, 1809. Robert Jenkins, Abner Wood, owners; Thomas Kimball, master.

MARY, brig, 161 tons; built Bradford, 1801; length, 72 ft.; breadth, 22 ft. $11\frac{1}{4}$ in.; depth, 11 ft. 5 in. Reg. June 23, 1801. Edmund Kimball, owner; John Moulton, master.

MARY, sloop, 85 tons; built Newburyport, 1801; length,

66 ft. 1 in.; breadth, 20 ft. 2½ in.; depth, 7 ft. 5 in. Reg. Dec. 8, 1802. Thomas Brown, Benjamin Toppan, owners; Eliphalet Chase, master.

MARY, brig, 179 tons; built Newbury, 1802; length, 76 ft. 11 in.; breadth, 23 ft. 3½ in.; depth, 11 ft. 7¾ in. Reg. Nov. 22, 1802. William Parsons of Boston, owner; Henry Southwick, master.

MARY, sch., 82 tons; built Haverhill, 1803; length, 64 ft. 2 in.; breadth, 19 ft. 4 in.; depth, 7 ft. 8 in. Reg. Apr. 11, 1803. Simon Pinder, Caleb Oakes and Thomas Putnam, all of Danvers, owners; Amos Le Favour, master.

MARY, ship, 235 tons; built Newbury, 1803; length, 84 ft. 7 in.; breadth, 25 ft. 4½ in.; depth, 12 ft. 8¼ in. Reg. July 5, 1803. Jacob Brown, Moses Goodrich, owners; Moses Goodrich, master. Reg. Nov. 2, 1805. Jacob Brown, Moses Goodrich, Stephen Holland, owners; Moses Goodrich, master. Reg. Aug. 17, 1807. Jacob Brown, Moses Goodrich, Ebenezer Hoyt, Edward Toppan and Stephen Holland, owners; James Adams, master. Reg. Nov. 23, 1808. Jacob Brown, Edward Toppan, David Stickney, all of Newburyport, Lucy Hoyt, administratrix to the Estate of Ebenezer Hoyt of Newburyport, owners; David Stickney, master. Reg. May 15, 1810. David Stickney, Jacob Brown, Edward Toppan, owners; Thomas Kimball, master.

MARY, sch., 80 tons; built Amesbury, 1805; length, 63 ft. 1 in.; breadth, 18 ft. 11 in.; depth, 7 ft. 9½ in. Reg. Apr. 27, 1805. John Pinder of Beverly, owner; Mark Morse, master.

MARY, brig, 108 tons; built Charleston, S. C., 1807; length, 68 ft.; breadth, 20 ft. 6 in.; depth, 9 ft.; billet head. Reg. Feb. 25, 1835. Ebenezer Wheelwright, owner; James Cook, master. Reg. May 11, 1836. Ammi Smith of Ipswich, William Ashby, jr., Nehemiah A. Bray, owners; Nehemiah A. Bray, master. Reg. May 17, 1838. Ammi Smith of Ipswich, William Ashby, jr., Edward Lee, owners; Edward Lee, master.

MARY, bgtne., 288 tons; built Bradford, 1811; length, 95 ft.; breadth, 26 ft. 4 in.; depth, 13 ft. 2 in. Reg. Oct. 22, 1811. Jacob Greenleaf, owner; Jacob Greenleaf, master. Reg. Oct. 29, 1816. Jacob Greenleaf, owner; Levi S. Hotchkiss, master.

MARY, a pink stern sch., 108 tons; built Newbury, 1813; length, 68 ft. 10 in.; breadth, 19 ft. 4 in.; depth, 9 ft.

3½ in. Reg. July 18, 1815. Samuel Coffin, Elizabeth Coffin, owners; Francis Lane, master.

MARY, sch., 106 tons; built Newbury, 1815; length, 62 ft. 6 in.; breadth, 19 ft. 11 in.; depth, 10 ft. Reg. Oct. 5, 1819. Stephen Howard, Thomas M. Clark, Henry Frothingham, owners; Ebenezer Small, master. Reg. Apr. 6, 1824. Henry Frothingham, Theophilus Poor, owners; Theophilus Poor, master. Reg. Oct. 2, 1818. Stephen Howard, owner; William Howard, master. Reg. May 30, 1820. Thomas M. Clark, Henry Frothingham, owners; James Clarkson, master. Reg. Jan. 3, 1821. Henry Frothingham, owner; James Clarkson, master.

MARY, sch., 115 tons; built Amesbury, 1816; length, 75 ft. 6 in.; breadth, 21 ft. 8 in.; depth, 8 ft. 1 in. Reg. May 27, 1816. Joseph Edwards, owner; John Raynes, master.

MARY, sch., 84 tons; built Vinal Haven, Me., 1816; length, 62 ft.; breadth, 20 ft.; depth, 7 ft. 2 in. Reg. Dec. 14, 1830. George T. Granger, Daniel Granger, Samuel Boardman, owners; Robert F. Chase, master.

MARY, pink stern sch., 47 tons; built Rowley, 1819; length, 52 ft. 9 in.; breadth, 16 ft. 11 in.; depth, 6 ft. 10 in. Reg. Nov. 30, 1819. Nathan Hobson of Rowley, Nathaniel Dole, Joseph Green, both of Newbury, owners; Mark Simons, master.

MARY, sch., 46 tons: "Late the property of the U. S. being Gun Boat No. 84 sold at auction by H. P. Langdon, Navy Agent, on the 15th of Nov. 1815 as appears by Enrolment No. 45 issued in the District of Portsmouth on the 5th day of September 1822 now surrendered on a transfer of property"; length, 52 ft. 6/10 in.; breadth, 16 ft. 6/10 in.; depth, 6 ft. 2/10 in. Reg. Mar. 10, 1826. Daniel Gookin of Portsmouth, owner; Peter Lurvey, master.

MARY, sch., 106 tons; built Newbury, 1827; length, 74 ft. 7 in.; breadth, 22 ft. 9½ in.; depth, 7 ft. 3 in. Reg. Apr. 16, 1827. Edmund Kimball of Marblehead, owner; Hosea Bates, master.

MARY, sch., 55 tons; built Salisbury, 1829; length, 57 ft. 3 in.; breadth, 15 ft. 8 in.; depth, 7 ft. 3½ in. Reg. Dec. 1, 1829. James Follansbee, Zebedee Morrill, both of Salisbury, owners; Christopher T. Bayley, master. Reg. May 2, 1834. Samuel Stevens, William Bradstreet, owners; William Harris, master.

MARY, sch., 35 tons; "A gun boat of the U. S. and sold by Order of Government at Charleston, State of Mass., on

the 18 of Aug. 1815"; length, 51 ft. 10 in.; breadth, 17 ft. 5 in.; depth, 4 ft. 7 $\frac{3}{4}$ in.; billet head. Reg. Apr. 15, 1816. Nicholas Johnson, jr. and John N. Cushing, all of Newburyport, Samuel Nichols, owners; Caleb Jones, master.

MARY, sch., 46 tons; "Late the property of the U. S. being Gun Boat No. 84 as appears by Enrolment No. 17, issued in the District of Portsmouth on the 19th of April, 1826, now surrendered, property transferred"; length, 52 ft. 6 in.; breadth, 16 ft. 6 in.; depth, 6 ft. 2/10 in.; figure head. Reg. May 16, 1827. Daniel Gilman, Foster Smith, Joseph Lowell, Gideon Leighton, owners; Moses Brown, master.

MARY, brig, 126 tons; built Essex, 1833; length, 77 ft. 10 in.; breadth, 19 ft. 8 in.; depth, 9 ft. 3 in.; billet head. Reg. Sept. 4, 1845. Albert Wood of Newbury, John Wood, John Osgood of Newbury, owners; George W. Dennis, master.

MARY ALICE, barque, 710 tons; built Newburyport, 1864; length, 151 ft.; breadth, 32 ft.; depth, 16 ft.; billet head. Reg. July 11, 1864. P. A. Ames, Henry L. Richardson, both of Boston, owners; N. Rich of Chatham, master.

MARY ANN, sch., 101 tons; built Newbury, 1800; length, 62 ft. 6 in.; breadth, 20 ft. 3 $\frac{1}{2}$ in.; depth, 9 ft. 5 in. Reg. Oct. 17, 1801. Samuel Coffin, owner; Benjamin Edwards, master. Reg. Nov. 21, 1812; altered to a bgtne. Samuel Swett, David Peabody, James Duncan, owners; James Duncan, master. Reg. Mar. 29, 1811. Benjamin G. Boardman, owner; Joseph Hood, master. Reg. Apr. 4, 1812. Samuel Sweet, David Peabody, owners; James Clarkson, master. Reg. Nov. 12, 1810; altered to a sch. Benjamin G. Boardman, owner; Joseph Wood, master. Reg. Feb. 19, 1805. Samuel Coffin, owner; Charles Cook, jr., master. Reg. Jan. 9, 1809. Michael Smith, owner; Benjamin Newman, master. Reg. Oct. 17, 1822. John Philbrick, Heirs of John Locke of Seabrook, N. H., Nicholas French of Salisbury, John Wood, owners; Jabez Stevens, master. Reg. Dec. 13, 1823. Nicholas French of Salisbury, John Philbrick, Heirs of John Locke, all of Seabrook, N. H., John Wood, owners; Robert Follansbee, master. Reg. Dec. 8, 1828. Nathaniel Marsh, owner; John Wiley, master.

MARY AVERY, brig, 128 tons; built Marietta, O., 1803; length, 67 ft. 6 in.; breadth, 22 ft. 8 in.; depth, 10 ft. Reg. Sept. 28, 1804. John Burrill, Clement Starr, Ebenezer Gunnison, owners; Charles Friend, master.

MARY BROUGHTON, barque, 322 tons; built Newbury, 1841; length, 109 ft. 1 in.; breadth, 25 ft. 7 in.; depth, 12 ft.

9½ in.; billet head. Reg. Sept. 23, 1841. Nicholson Broughton of Marblehead, owner; Knott P. Bray, master.

MARY C. AMES, sch., 107 tons; built Newbury, 1845; length, 76 ft.; breadth, 20 ft.; depth, 8 ft.; billet head. Reg. Oct. 12, 1846. Robert Bayley, Robert Bayley, jr., owners; Joseph Magowin, master. Reg. Oct. 6, 1847. Robert Bayley, Robert Bayley, jr., owners; Joseph Magowin, master. Reg. Oct. 18, 1848. Robert Bayley, jr., Robert Bayley, owners; Joseph Magowin, master. Reg. Nov. 25, 1851. Robert Bayley, Robert Bayley, jr., owners; John Disney, master. Reg. July 7, 1852. Robert Bayley, Robert Bayley, jr., owners; A. S. Lunt, master. Reg. Nov. 21, 1853. Robert Bayley and son Robert Bayley, jr., owners; Joseph Small, master. Reg. Sept. 22, 1854. Robert Bayley, "Robert Bayley and Son," owners; A. S. Lunt, master. Reg. Sept. 21, 1855. Robert Bayley, jr., "Robert Bayley & Son," co-partners, owners; Charles E. Coker, master.

MARY ELIZABETH, sch., 116 tons; built Haverhill, 1814; length, 73 ft. 2 in.; breadth, 21 ft. 2½ in.; depth, 8 ft. 8 in. Reg. May 15, 1815. Charles Babson, jr., Robert Elwell, jr., Benjamin Webber, William Babson, jr., John Johnson, Obadiah Woodbury, all of Gloucester, owners; Charles Babson, jr., master.

MARY JANE, sch., 119 tons; built Manchester, 1816; length, 68 ft. 3 in.; breadth, 20 ft. 7 in.; depth, 9 ft. 10 in. Reg. Apr. 2, 1823. Anthony Knapp, Samuel Rolfe, owners; Anthony Knapp, jr., master. Reg. Oct. 14, 1824. Anthony Knapp, Samuel Rolfe, owners; Anthony Knapp, jr., master. Reg. Nov. 28, 1831. Anthony Knap, Samuel Rolfe, Anthony Knap, jr., owners; John Litch, master. Reg. May 14, 1832. Bayley Chase, John Wills, owners; Bayley Chase, master.

MARY JANE, sch., 30 tons; built Wells, Me., 1832; length, 45 ft. 5 in.; breadth, 15 ft. 4 in.; depth, 5 ft. 3 in. Reg. Nov. 19, 1832. Hiram Littlefield of Wells, Me., Joseph B. Hervey, owners; Hiram Littlefield, master.

MARY KIMBALL, barque, 372 tons; built Newbury, 1835; length, 116 ft. 9 in.; breadth, 26 ft. 6 in.; depth, 13 ft. 3 in.; billet head. Reg. Nov. 17, 1835. Edmund Kimball, Francis Freeto, both of Marblehead, owners; Francis Freeto, master.

MARY PIKE, brig, 191 tons; built Amesbury, 1807; length, 81 ft. 3 in.; breadth, 23 ft. 3 in.; depth, 11 ft. 7½ in. Reg. Nov. 14, 1807. David Coffin, owner; Stephen Webber, master. Reg. Apr. 29, 1808. Benjamin Lunt, David Coffin, owners; Benjamin Lunt, jr., master. Reg. Oct. 21, 1808.

Benjamin Lunt, David Coffin, James Myers, owners; James Myers, master.

MARY AND ALLEN, brig, 136 tons; built Newbury, 1804; length, 71 ft. 3 in.; breadth, 22 ft. 5 in.; depth, 10 ft. Reg. July 7, 1804. Francis Dodge of Georgetown, D. C., Allen Dodge, Eben[eze]r Dodge, owners; Ebenezer Dodge, master.

MARYLAND, sloop, 42 tons; built Wells, 1786; length, 50 ft.; breadth, 17 ft. 8 in.; depth, 5 ft. 10 in. Reg. July 2, 1801. Ebenezer Hale, Edmund Kimball, owners; Laurence Furlong, master.

MARYLAND, ship, 395 tons; built Newbury, 1807; length, 106 ft. 11 in.; breadth, 28 ft. 11½ in.; depth, 14 ft. 5¾ in.; figure head, a woman. Reg. Aug. 17, 1807. Thomas Thomas, Stewart Brown, Moor Falls of Baltimore, owners; Robert Inott, master.

MARYLAND, brig, 99 tons; built Wareham, 1830; length, 73 ft. 3 in.; breadth, 21 ft. 6½ in.; depth, 7 ft. 5 in.; figure head. Reg. Dec. 9, 1839. John N. Cushing, John H. Couch, Isaac G. Johnson, William K. Kilborn, Caleb S. Knight, owners; John H. Couch, master.

MASCONOMO, ship, 824 tons; built Newbury, 1848; length, 155 ft. 10 in.; breadth, 34 ft.; depth, 17 ft.; figure head, male. Reg. May 9, 1848. Daniel Knight, Edward S. Moseley, Francis V. Noyes, Moses E. Hale, owners; Daniel Knight, master.

MASSACHUSETTS, ship, 343 tons; built Salisbury, 1805; length, 101 ft. 8 in.; breadth, 27 ft. 8½ in.; depth, 13 ft. 10¼ in.; figure head, woman. Reg. Dec. 10, 1805. Ebenezer Hale of Newbury, Amos Atkinson, Stephen Frothingham, Thomas Buntin, owners; Thomas Buntin, master.

MASSACHUSETTS, brig, 299 tons; built Newbury, 1841; length, 115 ft. 3 in.; breadth, 73 ft. 9 in.; depth, 11 ft. 10½ in.; billet head. Reg. July 16, 1841. John N. Cushing, Henry Johnson, owners; Thomas Pritchard, jr., master.

MATANZAS, brig, 144 tons; built Harpswell, Me., 1849; length, 86 ft.; breadth, 23 ft. 10 in.; depth, 8 ft.; billet head. Reg. July 26, 1856. John McLeod, Avery Plumer, jr., both of Boston, Thomas E. Oliver of Newcastle, Charles Walker, Nathaniel K. Walker, James Dodge, all of Portsmouth, N. H., Charles D. Matthews, Joseph Ware, jr., both of York, Me., owners; John McLeod, master.

MAX FLOWER, brig, 143 tons; built Berwick, 1801; length, 73 ft. 5/10 in.; breadth, 22 ft. 7/10 in.; depth, 10 ft. Reg. Apr. 29, 1803. Nathaniel Smith, William Smith, owners;

William Greenough, master. Reg. Mar. 3, 1804. Nathaniel Smith, William Smith, owners; Samuel Chandler, master. Reg. Sept. 6, 1805; 161 tons. Nathaniel Smith, William Smith, John Smith, owners; Samuel Brown, 3d, master. Reg. Apr. 30, 1807. George E. Rogers, Joseph Cutler, John Wood, jr., owners; Joseph Buntin, master.

MAY FLOWER, sch., 79 tons; built Pembroke, 1803; length, 65 ft.; breadth, 18 ft. 9 in.; depth, 7 ft. 6 in. Reg. Sept. 25, 1826. Ebenezer Wheelwright, owner; Nathaniel S. Osgood, master. Reg. Nov. 18, 1828. Ebenezer Wheelwright, owner; William A. Cheeney, master. Reg. Dec. 18, 1824. Ebenezer Wheelwright, owner; Bailey Chase, jr., master. Reg. Mar. 1, 1824. Ebenezer Wheelwright, owner; Joseph Stanwood, jr., master. Reg. Nov. 7, 1822. Nathaniel Noyes, jr., Philip Carrell, owners; Jonathan Whittmore, master.

MECHANIC, ship, 252 tons; built Salisbury, 1805; length, 91 ft. 2 in.; breadth, 25 ft. 11½ in.; depth, 12 ft. 6¾ in.; figure head, man. Reg. June 1, 1805. Daniel Webster, Daniel Webster, jr., Robert Morrill, all of Salisbury, Wilaby Hoyt, David Lowell, both of Amesbury, owners; Valentine Bagley, master.

MECHANIC, sch., 103 tons; built Haverhill, 1819; length, 62 ft. 7 in.; breadth, 18 ft. 8½ in.; depth, 10 ft. 2½ in. Reg. May 5, 1819. Abraham Edwards, Josiah Foster, 2d, Richard Pickett, all of Beverly, owners; Samuel Ober, master.

MECHANIC, sch., 50 tons; built Newbury, 1823; length, 54 ft. 4 in.; breadth, 16 ft. 2 in.; depth, 6 ft. 7 in. Reg. Apr. 2, 1823. Edmund Kimball of Marblehead, owner; John High, master.

MECHANIC, sch., 108 tons; built Steuben, Me., 1827; length, 70 ft. 5 in.; breadth, 21 ft. 11 in.; depth, 8 ft. 2 in.; billet head. Reg. Sept. 9, 1835. Elias Haskell, owner; William W. Kimball, master.

MECHANIC, pink stern sch., 48 tons; built Newburyport, 1832; length, 55 ft. 9 in.; breadth, 14 ft. 11 in.; depth, 6 ft. 7 in. Reg. Jan. 3, 1834. Thomas Tarlton of New Castle, N. H., William Seward, William Seward, jr., both of Kittery, Me., owners; Thomas Seward, master.

MEDORA, ship, 314 tons; built Newbury, 1832; length, 116 ft.; breadth, 24 ft. 3 in.; depth, 12 ft. 1½ in.; figure head, female. Reg. Oct. 10, 1832. William Graves of Salisbury, Micajah Lunt, Micajah Lunt, jr., Stephen Frothingham, William David, owners; William Graves, master. Reg.

Nov. 5, 1834; billet head. Micajah Lunt, jr., of Newburyport, Micajah Lunt, William Davis, Stephen Frothingham, Edmund Pike of Newburyport, William Graves of Salisbury, owners; Edmund Pike, master. Reg. Oct. 28, 1839. Micajah Lunt, jr., of Newbury, George Lunt, Micajah Lunt, Stephen Frothingham, William Davis, William Graves, owners; George Lunt, master. Reg. Nov. 15, 1843; figure head, bust. Micajah Lunt of Newbury, George Lunt, Stephen Frothingham, William Graves, owners; George Lunt, master.

MEHITABLE, sch., 85 tons; built Arundel, 1785; length, 55 ft. 4 in.; breadth, 20 ft.; depth, 7 ft. 7 in. Reg. May 5, 1795. Nathan Hoyt, Jonathan Coolidge, Edward Toppan, owners; William Stover, master. Reg. Apr. 15, 1796. Nathan Hoyt, Jonathan Coolidge, Edward Toppan, owners; William Orne, master. Reg. Feb. 18, 1799. Nathan Hoyt, Jonathan Coolidge, Edward Toppan, owners; William Orne, master.

MEHITABLE, bgtne., 171 tons; built Salisbury, 1790; length, 75 ft. 6 in.; breadth, 23 ft.; depth, 11 ft. 6 in. Reg. Feb. 18, 1791. David Coats, owner; Abel Coffin, master. Reg. Dec. 29, 1791. Mehitable Coats, owner; Nicholas Pearse, master. Reg. July 14, 1792; altered to a snow. Timothy Dexter, Samuel Dexter, owners; William Knapp, master. Reg. Oct. 29, 1793. Samuel Knap, Benjamin Felt Knapp, owners; Benjamin Felt Knapp, master. Reg. Apr. 15, 1799. John Pearson, jr., Edmund Kimball, Zebedee Cook, Benjamin Felt Knapp, owners; Reuben Jones, master. Reg. Nov. 15, 1799. Zebedee Cook, William Cook, owners; Thomas Follansbee, master.

MEHITABLE, snow, 171 tons; built Salisbury, 1790; length, 75 ft. 6 in.; breadth, 23 ft.; depth, 11 ft. 6 in. Reg. May 22, 1804. William Faris, Eben[eze]r Stocker of Newbury, Thomas C. Amory of Boston, owners; William Morris, master. Reg. Dec. 17, 1804. Ebenezer Stocker of Newbury, William Faris, owners; George Nowell, master. Reg. Feb. 26, 1806. Ebenezer Wheelwright of Newbury, Abraham Wheelwright, John Denney, owners; John Denney, master.

MERCURY, bgtne., 127 tons; built Newbury, 1790; length, 75 ft. 8 in.; breadth, 22 ft. 3 in.; depth, 8 ft. 9 in.; figure head. Reg. Sept. 27, 1790. Benjamin Shaw, Benjamin Conner, owners; Benjamin Conner, master.

MERCURY, bgtne., 180 tons; built Newburyport, 1791; length, 74 ft. 10 in.; breadth, 23 ft. 10 in.; depth, 11 ft.

11 in. Reg. May 10, 1791. Joshua Carter, owner; Paul Stephens, master.

MERCURY, ship, 263 tons; built Haverhill, 1795; length, 89 ft.; breadth, 26 ft. $1\frac{1}{2}$ in.; depth, 13 ft. $\frac{3}{4}$ in.; figure head, man. Reg. Sept. 25, 1795. Abel Harris of Portsmouth, N. H., owner; Thomas F. Eastman, master.

MERCURY, sch., 150 tons; built Scarborough, Me., 1819; length, 72 ft.; breadth, 23 ft.; depth, 10 ft. 7 in. Reg. Nov. 22, 1821. William Stone, owner; Joseph S. Bassett, master. Reg. June 28, 1824. John Chickering, Seth Sweetser, Benjamin Hale, all of Newbury, owners; Stephen C. Parsons, master. Reg. Apr. 29, 1826. John Chickering, Seth Sweetser, both of Newbury, owners; David Wood, jr., master. Reg. Nov. 30, 1827. Benjamin W. Hale of Newbury, William Remick, owners; William Remick, master. Reg. Mar. 13, 1827. Anthony Knapp, Samuel Rolfe, William Remick, all of Newburyport, Benjamin W. Hale of Newbury, owners; William Remick, master. Reg. May 14, 1829. Benjamin W. Hale of Newbury, William Remick, owners; William Remick, master. Reg. Feb. 20, 1830. William Caldwell, Warner Whittier, Hiram Plumer, all of Haverhill, Benjamin W. Hale, Enoch Hale, both of Newbury, William Remick, owners; William Remick, master.

MERCURY, ship, 849 tons; built Newburyport, 1854; length, 160 ft.; breadth, 34 ft.; depth, 17 ft.; billet head. Reg. June 22, 1854. Benjamin A. Gould of Boston, Edward S. Moseley, owners; Knott Pedrick, master.

MERCY, sch., 97 tons; built Deer Isle, 1805; length, 66 ft. 9 in.; breadth, 22 ft. 2 in.; depth, 7 ft. $10\frac{1}{2}$ in. Reg. Nov. 2, 1829. William Raynes, David Thurlo, both of Deer Isle, owners; William Raynes, master.

MERIAM, sch., 74 tons; built Newbury, 1829; length, 62 ft. 7 in.; breadth, 17 ft. $9\frac{1}{2}$ in.; depth, 7 ft. $7\frac{1}{2}$ in.; billet head. Reg. Dec. 12, 1834. Philip Johnson, Joseph Coffin, John C. Ramsdell, all of Newbury, Jonathan Whitmore of Piermont, N. H., owners; Jonathan Whitmore, master.

MERIDIAN, ship, 377 tons; built Amesbury, 1810; length, 103 ft. 2 in.; breadth, 28 ft. $10\frac{3}{4}$ in.; depth, 14 ft. $11\frac{3}{8}$ in.; figure head, woman. Reg. Dec. 29, 1810. John J. Valentine, Luther Bixby, Simpson Clark, all of Boston, William Dodge of Ipswich, owners; Eleazer Cobb, master.

MERIDIAN, ship, 398 tons; built Newbury, 1826; length, 115 ft. 9 in.; breadth, 27 ft. $7\frac{1}{2}$ in.; depth, 13 ft. $9\frac{3}{4}$ in.;

billet head. Reg. July 15, 1826. Francis Todd, William Adams, owners; William Adams, master.

MERIDIAN, sch., 73 tons; built Essex, 1836; length, 69 ft. 3 in.; breadth, 18 ft. 7 in.; depth, 6 ft. 6 in.; billet head. Reg. Dec. 18, 1838. Thomas Tarleton of Newcastle, N. H., owner; Isaac White, master.

MERRIMACK, sloop, 49 tons; built Haverhill, 1791; length, 53 ft. 6 in.; breadth, 17 ft. 7 in.; depth, 6 ft. 3 in. Reg. Apr. 16, 1791. Moses Gale of Haverhill, owner; Day Mitchell, master. Reg. May 9, 1799. Richard Greenleaf, James Norton, owners; Richard Greenleaf, master.

MERRIMACK, bgtne., 215 tons; built Amesbury, 1800; length, 86 ft.; breadth, 23 ft. 11 in.; depth, 11 ft. 11½ in. Reg. Aug. 29, 1811. Abner Wood, Benjamin Wyatt, Abraham Wheelwright of Newbury, owners; James Francis, master.

MERRIMACK, ship, 330 tons; built Salisbury, 1801; length, 95 ft. 2 in.; breadth, 28 ft. 6 in.; depth, 14 ft. 3 in. Reg. Oct. 19, 1801. Francis Bradbury, Thomas Brewer, Thomas L. Winthrop, Benjamin Homer, Josiah Roberts, Charles Bradbury, all of Boston, owners; Jonathan Williams, master.

MERRIMACK, brig, 145 tons; built Amesbury, 1805; length, 71 ft. 1 in.; breadth, 21 ft. 10 in.; depth, 10 ft. 11 in. Reg. June 8, 1805. David Currier, William Bagley, Bezaleel Gale, William Bailey, Enoch Hoyt, Benjamin Batchelder, all of Amesbury, Moses Webster of Salisbury, owners; Benjamin Batchelder, master. Reg. June 5, 1807. John Peabody, Thomas Morrison, owners; Thomas Morrison, master.

MERRIMACK, ship, 288 tons; built Amesbury, 1805; length, 94 ft. 6 in.; breadth, 26 ft. 5 in.; depth, 13 ft. 2½ in.; figure head, woman. Reg. July 13, 1805. Offin Boardman of Newbury, Stephen Howard, Amos Toppan, James Lock, John Boardman, owners; William Adams, master. Reg. May 2, 1810. Stephen Holland, Moses Goodrich, Robert Follansbe, Nathaniel Fletcher, owners; Moses Goodrich, master. Reg. Nov. 30, 1811. Moses Goodrich, Robert Follansbee, Nathaniel Fletcher, owners; Charles Cook, jr., master. Reg. Dec. 4, 1816. William Bartlet, owner; Moses Goodrich, master. Reg. Jan. 21, 1823. William Bartlet, owner; Caleb W. Norris, master. Reg. Jan. 11, 1831. Nicholas Brown of Newbury, John Wills, owners; Nicholas Brown, master.

MERRIMACK, brig, 176 tons; built Amesbury, 1808; length, 84 ft. 9 in.; breadth, 23 ft. 9½ in.; depth, 10 ft. Reg. May

9, 1809. Joseph Cutler, John Wood, jr., owners; James Francis, master. Reg. Dec. 3, 1810; altered to a bgtne. John Wood, owner; James Francis, master. Reg. Dec. 27, 1810. Abner Wood, John Wood, owners; James Francis, master. Reg. Oct. 15, 1812; 215 tons. Abner Wood, John Wood, James Francis, owners; James Francis, master. Reg. Mar. 23, 1815. Abner Wood, John Wood, owners; James Francis, master. Reg. May 27, 1817. John Wood, Joshua Carter, James Francis, owners; James Francis, master. Reg. Jan. 18, 1819. John Wood, Joshua Carter, owners; William Caldwell, jr., master.

MERRIMACK, ship, 413 tons; built Newbury, 1833; length, 116 ft. 6 in.; breadth, 28 ft. 1 in.; depth, 14 ft. $\frac{1}{2}$ in.; billet head. Reg. Sept. 16, 1833. Micajah Lunt, jr., Henry Titcomb, jr., Amos Noyes, Edmund Swett, John Wood, Ebenezer Bartlet, David Noyes, John Porter, Steven Tilton, William Balch, Nathaniel Noyes, jr., Henry Frothingham, Richard Stone, Nicolas Johnson, Charles J. Brockway, Charles H. Coffin, Jacob Stone, Joseph B. Hervey, Joseph W. Hale, all of Newburyport, William M. Noyes of Wilmington, Del., owners; John H. Pease, master. Reg. Nov. 21, 1837. Chas. F. Starbuck of Edgartown, David Nudd, Wells Healy, both of Hampton, N. H., Micajah Lunt, jr., William Balch, Mark Symonds, Nathaniel Noyes, jr., John Porter, Chas. H. Coffin, Ebenezer Stone, Joseph Johnson, William Graves, Aaron B. Adams, Ebenezer Plummer, Samuel Bragdon, John Wood, John H. Wood, Albert Wood, Amos Tappan, William Stone, Chas. W. Stover, Jeremiah Nelson, owners; Charles F. Starbuck, master. Reg. July 28, 1840. Charles F. Starbuck of Edgartown, Micajah Lunt, jr., William Balch, Nathaniel Noyes, jr., Charles W. Storey, John Porter, Amos Tappan, Samuel Bragdon, William Stone, Joseph Johnson, owners; Charles F. Starbuck, master. Reg. Jan. 21, 1842. Micajah Lunt, Charles Swett, both of Newbury, Joseph Johnson and William Balch, Nathaniel Noyes, jr., Charles W. Storey, John Porter, Samuel Bragdon, William Stone, owners; George T. Howe, master. Reg. Nov. 6, 1847. N. O. Pilsbury of New York, N. Y., Thomas Huse of Newbury, Ralph C. Huse, John Huse, owners; Stephen Goodwin, master. Reg. Oct. 21, 1848. N. O. Pilsbury of New York, Thomas Huse of Newbury, Ralph C. Huse, John Huse, owners; Stephen Goodwin, master.

(To be continued.)

BOOK REVIEWS

CANADA AND THE AMERICAN REVOLUTION. The Disruption of the First British Empire. By George M. Wrong. 1935. 497 pp., octavo, cloth. New York: The Macmillan Company. Price, \$5.00.

Professor Wrong, no novice in the writing of Canadian history, gives us another volume from his scholarly pen. Here we find him describing the years after 1763, beginning with the Peace of Paris and ending with the disruption of the British Empire in 1789. This book should serve in broadening the average person's knowledge of the part played by Canada in the war between Great Britain and her American colonies. So many people dismiss Canada's role with the deeds of Benedict Arnold, Richard Montgomery, and a few others. Professor Wrong does not confine himself to the facts of military operations, but gives a vivid picture of Canadian social and home life of the time. The importance of the loyalists in establishing the new political system and in building the foundation of the present-day Canada is shown in the last chapters. The author says: "With the migration of the loyalists the English in Canada were no longer a few restless and perhaps vulgar traders. Thousands of patriots had come who knew how to suffer for their convictions, and their coming meant the creation of a new political system." There is little doubt that in this volume we have a definite contribution to a more complete understanding of the American Revolution. An excellent bibliography arranged by chapters should prove most helpful to the student.

17TH AND 18TH CENTURY AMERICAN SILVER. By Charles Messer Stow. 1934. 12 mo., paper, illus. New York: Robert Ensko, Inc.

This small brochure by a well-known authority and writer on the subject of antiques, with its designs by B. C. Gordon, will be a helpful reference work to all interested in the American silversmith's art. It is a chronological study of individual pieces which may be appropriately dated through their conformity with the lines of major styles. All the most important craftsmen are represented.

WILLIAM HENRY MOORE AND HIS ANCESTRY. With Accounts of the Moore Families in the American Colonies, 1620-1730. By L. Effingham de Forest and Anne Lawrence de Forest. 1934. 564 pp., octavo, cloth, illus. New York: The De Forest Publishing Company. Privately printed.

This volume was compiled for Edward Small Moore and Paul Moore, as a memorial to their father, William Henry Moore. Judge Moore, a distinguished member of the Chicago Bar and later one of the greatest financiers of the country, was a summer resident of Beverly for many years. Nearly half of the book is taken up with the ancestry and descendants of Judge Moore, and the remainder is a record of all Moore families known to the compilers, in America, which should prove very useful to genealogists everywhere. The illustrations are of much historical interest, especially those of old New York, and there are many fine portraits of members of the Moore family. The book is an example of beautiful typography, with a substantial binding.

THE EATON FAMILY OF NOVA SCOTIA, 1760-1929. By Arthur Wentworth Hamilton Eaton. 247 pp., octavo, cloth, illus. Cambridge, Massachusetts. Privately printed.

This exhaustive genealogy is of a family that came first from England to New England, and, just before the Revolution, removed to Nova Scotia. In response to a proclamation issued by Governor Shirley in 1758, many New England families were induced to settle in the Province of Nova Scotia. Dr. Eaton writes: "Before very long, in at least eastern Connecticut, formal action was taken to send agents to view the lands, and these were empowered to obtain grants for large groups of people whom the agents represented, who had signified their willingness to remove permanently to Nova Scotia." The interest of the people throughout New England was widespread. Massachusetts, especially Essex County; New London, Conn.; towns about Narragansett Bay; sections of Cape Cod and Nantucket, were interested in the project. Between six and eight thousand people were soon emigrating to the Provinces. In 1766, "Americans" were credited in the census as composing about half of the entire population of certain counties. Many interesting and valuable facts and figures in relation to this settlement are given by Dr. Eaton, whose family is one of importance in that

region. The book is a fine example of the printer's art, the photogravure illustrations being worthy of especial mention.

· **ARNOLD-LUCKEY FAMILY TIES.** By Leonard Wilson Arnold and Ethel Zwick Luckey. 1931. 168 pp., octavo, cloth, illus. New York: Rev. L. W. A. Luckey, D.D.

This is a history of the ancestors and descendants of Drusilla Arnold and her husband George W. Luckey of Indiana, with an account of incidents in the lives of these pioneers.

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ESSEX INSTITUTE

HISTORICAL COLLECTIONS

VOL. LXXI

JULY, 1935

No. 3

THOMAS HANDASYD PERKINS, SUPERCARGO OF THE *ASTREA* OF SALEM.

BY EDWIN B. HEWES.

In the year 1788, Thomas Handasyd Perkins¹ married Sarah Elliot, the only daughter of Simon and Sarah (Wilson) Elliot. Through this event, he was brought into contact with Captain James Magee, his wife's uncle, and as a result the whole course of his long and active business career was turned from domestic commerce to trade with Canton. Captain Magee, who had already visited Canton² was offered in 1789 the position of master of the *Astrea*³ by Elias Hasket Derby of Salem. This offer was with the understanding that Captain Magee provide a certain amount of freight. In drumming up the required quota, young T. H. Perkins, the supercargo, was actively employed until the vessel sailed on February 7, 1789.⁴

The first port of call for the deeply laden *Astrea* was Cape Verde. The whole voyage was much retarded by the fact that the vessel was not coppered, and marine growths in the tropic waters soon covered the hull of the vessel and reduced her sailing powers. At Cape Verde, a large part of the cargo, which consisted of Swedish iron,

¹ Mass. Hist. Soc. T. H. Perkins Mss., entitled "To my Children." Saratoga Springs, July 18, 1846. T. H. Perkins, the fifth child of his parents, was born December 15, 1764.

² India Office, Whitehall, London. China and Japan Mss., vol. 82.

³ Mass. Hist. Soc. T. H. Perkins Mss., Memorandum of a Voyage to Batavia and China, 1789-90.

⁴ The Boston Herald of Freedom, January 6, 1789, lists T. H. Perkins as the supercargo. The *Astrea* arrived back in Salem on June 1, 1790.

was discharged into an American vessel destined for Bombay, as a report was current that the price for iron at Batavia was low and sales slow. The returns from the sales at Bombay were later remitted to the *Astrea*, when she was at Canton.

In company with an English whaler, commanded by a Nantucket master, the *Astrea* left Cape Verde for the Indian Ocean and Batavia. On July 13, 1789,⁵ the *Astrea* anchored in Batavia roads, only to discover from Captain Benjamin Webb, that all American trade was prohibited. This was a gloomy prospect and the next day brought no relief. A visit to the Shabander, with Captain Webb and a scribe, only served to corroborate Captain Webb's statement. At the hotel where all foreigners were forced to put up, Perkins met another compatriot, Blanchard, who had been here a week and done not a stroke of business.

Perkins immediately wrote a letter to the Director-General, and was soon granted an audience. The nephew of the Director-General had given him a letter of recommendation before the *Astrea* left the United States. With this faint hope and a knowledge of French, Perkins was received by the Director-General, "Dutchman like in shirt sleeves and his stockings half down his legs." But beyond the assurance that the council would tomorrow take up the question of lifting the ban on trade, nothing hopeful transpired.

After bidding a ceremonious adieu to the pompous Dutchman, Perkins went exploring. He greatly admired the beautiful harbor, the canals, crowded with boats, that intersected the city and each other at right angles. These canals were forty to fifty feet broad and provided the main avenues for commerce and transportation. The water was extremely dirty and Perkins hazarded the guess that they must be very unhealthy. This was only too true, for the water was used for drinking purposes and few vessels left Batavia without burying at least one or two of their crew.

On July 15, the Shabander presented the petition to

⁵ Mass. Hist. Soc. T. H. Perkins Mss., Memorandum of a voyage to Batavia and China, 1789-90.

the Council. After much pompous ceremony, the eight councillors and the Governor-General met in the Council Chamber. Perkins presented his request, and then withdrew. After an interminable wait, a bell was rung, and like a guilty school boy, Perkins again braved the august presence only to discover that his request had been refused. Not daunted, the young supercargo called on the Governor-General at his home, some two and a half miles outside the city. This person, who was much liked, was a genial hard-working official of some sixty-eight years. His abode was really a magnificent palace. Before leaving, Perkins took the opportunity to renew his petition for permission to trade.

On July 16, Perkins had supper with one of the Directors of the Dutch East India Company. The supper was superbly served and the entertainment lavish in the extreme. A band played during the repast. This fact was in many ways a happy event as it prevented all attempts at conversation between the Americans who knew little Dutch, and the Dutch who spoke even less English. After the meal Perkins found that many of the Dutch officials spoke French. As he was able to converse in that language he had an enjoyable time. This fact also had much to do with his success in later getting permission to trade at Batavia.

Two days later, having spent the intervening time suffering with chills and fever, Perkins again dined with the Governor. This official occupied an elegant palace set among superb surroundings. Perkins found him to be an interesting gentleman much addicted to good wine, novels and devoted to his fish ponds. Supper was served with more than the usual pomp and ceremony, as the Directors of the Dutch East India Company, the eight councillors, the ex-Director-General, the Governor, and many grandees were present. What especially struck the young supercargo was the extravagance of the affair. The guests were presented with bowls of rose water before and after supper, for the purpose of washing their hands. Yet these affairs did not blind Perkins to the real purpose of his presence, which was to soften the heart of officialdom to remove the prohibition against American trade.

To further this object he came equipped with a new petition, this time translated into Dutch.

On July 20, Perkins dined with the Fiscal or Treasurer. He had now practically completed the necessary round of official banquets and not without effect, for the next day he received permission to sell part of the cargo of the *Astrea*. This at least was encouraging, but the outlook for a profitable sale was not so apparent. In order to remove the last restriction on a free sale, Perkins again submitted himself to the ordeal of a further banquet. This affair was given by a grandee by the name of Beck. The Governor was present, and more than twenty ladies. The dinner was as usual marked by a profusion of European and Asiatic dishes and wines. Many toasts were drunk, and huzzas given. Not even the odor of rose water could conceal the fact that the good cheer was largely of an alcoholic nature. Indeed, Perkins expressed no surprise when told by his host that he spent on an average of 18,000 rix dollars a year on entertainments. This dinner was a great success for, whether it was the wine or generosity due to another source, the ban against trade was completely lifted.

Bright and early on July 22, Perkins began a round of the merchants suggested as possible purchasers by the Shabander. In spite of the warm climate, Perkins's reception by the merchants was extremely chilly. All offers were very low, and did not even meet the original cost of the goods. Perkins's most dispiriting meeting was with a wealthy merchant known as William the Jew. By this time it was apparent that the merchants were in league to force the Americans to sell at low prices or not at all. After such a pessimistic discovery, a visit to the hospital where there were over a thousand patients, did not prove as depressing as it might have under normal conditions.

July 23 dawned fair and cloudless, but business was extremely dull. An offer was made for the cargo of iron by an Indian Brahmin. The best prospects seemed to be William the Jew and a Malay merchant, who in the last three years had made a fortune of 100,000 Spanish dollars. Even such a course was not without its drawbacks.

Much money would first have to be sunk in a contract with William before he would purchase the cargo of iron, steel and butter. More money was required before William would produce the Malay merchant. In other words these two gentlemen expected to have the super-cargo finance their purchase of the cargo. Rather than return to the "villanous hotel" Perkins "did" the town. He found that opium had a ready sale, and that the Chinese were past masters in smuggling spices, in spite of the guilty being racked for the offense. As a deterrent upon the others, the punishment was ineffective. Smuggling was rampant, many Chinese offering to sell the Americans small quantities of this forbidden commodity.

If matters had looked gloomy on July 23, the prospects on the following day were positively black. The East Indianman *Walpole*, of the English East India Company, arrived with a large stock of goods that glutted the market and further depressed prices. Not even a banquet with the Secretary Buynrees, on July 26, raised the drooping spirits of Perkins, or lightened the prospects of a fair sale. After all efforts to get a higher price had failed, a sale was effected on July 28. The next day the goods were landed in three proas, the "most despicable boats I ever saw." In this way 400 bars of iron, 17 tubes of steel, 4 boxes of candles, and 104 barrels of flour were put ashore. The proas cost from 2 rix dollars to 2 rupees each per day. One reason for the low price for the iron was its large size. The native blacksmiths were unable to smelt or work up such large pieces of metal with their inefficient methods.

By August 10, the cargo had been sold, a large part of it being purchased by Riemsdyk, at the usual ruinously low prices. At this time a new Shabander, Englehart, the son of the Governor-General, was appointed to take the place of La Clé. Perkins seems not to have had a high opinion of either La Clé or his successor. In Perkins's estimation the former was "as much of a fool" as the latter was "a knave." This judgment was apparently due to the difficulty of landing goods at the custom house, as well as receiving cargo from Batavia. Whatever the reason, the cause for this statement must have

been sufficient, for the same day young Perkins had breakfasted with the father of the recently appointed Shabander.

The hot climate and deadly malaria of Batavia now began to make inroads upon the crew of the *Astrea*. August 13, one of the sailors, Longenay, died of malarial fever. The next day Mr. Benjamin Fitch died after an illness of a fortnight. He was buried in the Malay cemetery. The wonder is that more of the crew did not die. How Perkins and the officers escaped unscathed, although living in the hotel, was also a miracle. Perkins described the hotel as a "villanous place," a statement amply justified by James Strange, an Englishman, who put up at the same place in 1785.

By August 10, Perkins had practically concluded the sale of the cargo, and the purchase of goods for Canton. The prices are rather interesting, as all purchases were made in paper currency. Coffee cost \$8.00 paper per pecul of $133\frac{1}{3}$ lbs., sugar at \$7.00, rice at \$60.00 per coyan of 3,300 to 3,400 lbs., and hides \$130.00 per 100 skins. It may seem curious that rice was shipped to China, but by this means European vessels avoided paying duties at Canton. During famines and periods of scarcity the Chinese permitted vessels importing rice to enter duty free. Thus a vessel bringing even a small quantity of rice avoided the heavy tariff and the still more troublesome measurement dues. Not all the cargo of the *Astrea* was sold at Batavia. Mr. Blanchard had brought out on a speculation a large quantity of wine. At Batavia he found this commodity practically unsalable. Rather than sell at a loss he decided to ship it to Canton and attempt to dispose of it there. Perkins remonstrated with him and pointed out that the chances of a better sale at Canton was problematical. But to this Blanchard would not listen, although the freight on the wine was costing him \$3,000. Perkins tried to persuade him to dispose of the liquor for what it would fetch at Batavia, and take goods on freight to Canton, but even this offer failed to move Blanchard from his decision.

Now that the cargo of the *Astrea* was disposed of and goods for the Chinese market purchased, Perkins devoted

the few days before the departure of the vessel to sight-seeing. The principal husbandmen around Batavia were Chinese. These hard-working sons of the Celestial Empire come in large numbers from China during the famines that periodically ravage their homeland. The Dutch were extremely suspicious of these settlers and treated them brutally, for they had not yet forgotten the fact that it was a Chinese pirate, Xoninga, who had overrun Formosa and expelled them and destroyed their trading ports. As a consequence, no Chinese were permitted to reside within the walls that encircled Batavia proper. Promptly at sunset the four gates of the town were shut and woe betide any Chinese who was unlucky enough to have been shut in. The Chinese quarter was in the suburbs of Batavia that lay outside the walls. All told, these "inscrutable Chinese" numbered from forty to seventy thousand. In addition to farming, the Chinese were an important element in the business life of the community. They ran many gambling houses, for both the Malay and the Chinese were inveterate gamblers. They were an important source of revenue to the Dutch. Every Chinese immigrant was subject to a high landing duty; as a result smuggling was both lucrative and widely prevalent. Once inside Dutch territory the Chinese were taxed \$1 rix per month for the privilege of wearing a queue, and short hair was strictly prohibited. In addition to these hardships, the Chinese were hated by the native population and feared by foreigners. The Dutch used them as spies to check up on the actions of all foreigners, while the fact that the Chinese formed the customs and had a monopoly of the fisheries that supplied Batavia, and engaged in usury, earned them but little love from the natives.

Perkins seems to have had an insatiable curiosity with regard to these people, for he took every opportunity to see and learn about them. He informs us that birds' nests cost \$2,500 paper per pecul. These nests were used in making a soup considered a delicacy by wealthy Chinese. The birds that built these nests with their saliva look much like swallows, and are to be found in Sumatra. Perkins carried his curiosity concerning this

delicacy so far as to taste it several times, and pronounced it very palatable. These nests are built in three layers. The old nests are black and worth little, while the new ones are white and transparent and very valuable. Not content with this exotic dish, Perkins next tried sharks' fins, but pronounced this delicacy as much overrated and highly insipid.

Chinese economy impressed Perkins more than any other trait he observed in this people. In their fisheries every fish was used, no matter what its shape, color, or taste. Fish vendors carried their wares in jars, thus keeping them alive and preventing the hot climate ruining a perishable commodity. Pickled and dried fish were also prepared for market and places further inland than Batavia.

Chinese funerals afforded the young supercargo a chance to observe other peculiarities of the Celestial. He attended several and was impressed by the display of elaborate processions and lavish expense. Here again the Dutch made the Chinese pay for the privilege of burial. The rich Chinese spent immense sums for a properly impressive funeral. Their graves were built over by a large earthen mound surmounted by a tombstone.

Other traits commented upon by Perkins was the aptitude acquired by the Chinese money changers in raising and lowering the rates of exchange of the paper currency. The constant use of tea and betel nut and cultivation of long fingernails impressed Perkins. He records that the upper classes were cleanly in person and bathed often. But the long and voluminous sleeves of the Chinese were not treated as charitably by the youthful American. Perhaps it was due to personal experience, for Perkins asserts that these sleeves were used for the purpose of hiding stolen articles. Yet he admits that he might be misjudging the race from isolated examples. The garb of the Chinese is described by Perkins as a frock, loose trousers and skull cap. He was much surprised that black was used as a sign of happiness and white as a garb to indicate mourning. The custom of shaking hands with oneself when greeting a friend much amused him, as

did the children with their shaved heads, except for a single lock on the top.

From Perkins we learn that the Chinese junks left Canton yearly on July 15, and arrived at Batavia in January. The junks did not appear to him as seaworthy vessels, yet the truth is these clumsy and unwieldy looking ships were very good sailors. In order to attract the Chinese merchants and encourage them to bring Chinese and Japanese ware, Batavia was a free port for these commodities. As a result tea, Chinese and Japanese goods, silks, nankeens, etc., were plentiful at Batavia. The Chinese exported to Canton such wares as spices, birds' nests, pepper, tin, sugar, coffee, candy, bees' wax, oil, hides, rattans, sandalwood, rice and large amounts of specie.

As a personal investment Perkins purchased two birds of paradise. These birds were very valuable in Bengal and Madras. Indeed there seems to be no curiosity that escaped the vigilant eye of Perkins. He went to the Dutch fort at Batavia to see the bones of a one hundred and thirty-six foot sea monster that had been cast up on the Java coast. This whale had apparently been killed by one of the numerous sub-marine volcanic explosions for which the Dutch East Indies have for so long been famous.

The airs of the Dutch officials especially tickled Perkins's sense of humor. The Governor-General, the Director-General van Stockeem, and the seven councillors had formed a society and adopted rigid rules of etiquette. Each one of these personages when driving through the city was preceded by two liveried footmen, carrying a brass-headed mace. These footmen caused every carriage to draw up to the curb and remain stationary until their master had passed. Failure to observe this custom was punishable by a heavy fine. The Captain of the English East India Company's vessel *Walpole* refused to observe this precedent, and when his coachman started to observe the regulation, urged him to an acute activity by pricking the unfortunate driver with his sword. This outrage caused quite a sensation. Yet it was a French captain who finally reduced this custom to an absurdity. When-

ever one of the pompous nine drove by, the Frenchman in a fit of excessive courtesy stepped down from his carriage to pay his respects to the Dutch official. As a consequence the official was forced to do likewise. The Frenchman proceeded to repeat this act whenever he met an official; indeed he drove around for the purpose of repeating this ceremony. Finally the Dutch exasperated by his unfailing courtesy passed a special edict exempting him from the necessity of waiting while they drove past. Bureaucracy also possessed other rights which mere mortals did not enjoy. Only these nine officials could enter or leave Batavia between 10.15 p. m. and 9.00 a. m. Europeans of lesser standing were forbidden to wear certain colored clothing, or to paint their carriages any but assigned colors.

The naval barracks, dockyards, fort and bastions of Batavia were visited by Perkins, although the laxity of discipline and laissez-faire procedure struck him as incongruous compared with the mechanical and material perfection of the establishment. The houses of the Dutch were both comfortable and elegant, being built of brick, with large glass windows, spacious rooms, and high ceilings. This type of architecture was made necessary by the excessive heat of the climate. The streets were wide, a thirty-foot canal occupying the center of each avenue. A row of sycamores were planted on each side of the canal. The water from the river Jacatra fed these canals, and in time of heavy rains, flooded the streets. The streets were unpaved, but dust was kept down by sprinkling them with water from the canals morning and evening. Although the streets were unpaved, there were brick sidewalks, and brick gutters that drained into the canals.

Not all the manners of the Europeans were favorably noticed by Perkins. He especially commented upon the lack of color prejudice. Many Dutchmen had married Malay women, and all Europeans hired ayahs or native nurses for their children. But the custom that especially aroused his Puritan prejudices was the habit of chewing pawn by European women. This was a custom nearly universal among the natives that had been adopted by

many Europeans. Pawn was a compound of betel nut, areka nut, and cheenam or lime. These ingredients soon discolored the teeth, and induced spitting even more frequently than in tobacco chewing. Perkins called the habit "vile and filthy," and "beastly" when indulged in by women. The pawn box of silver or brass was carried about, wherever the person went, by a child of seven or eight years. A further necessity due to the nature of the habit was the spittoon. These receptacles were made of brass, tin or silver and stood in each room. Unlike their American counterpart, the spittoons were breast high.

Batavia in addition to Chinese merchants was a mecca for native traders from Armenia, Arabia, and India. The Malays were also engaged in commerce, but not on a large scale. Their revengeful and cowardly nature did not appeal to Perkins, and he mentions that murders among the Malays were frequent. Next to the Dutch, the more important business men were the Moormen. This class possessed many men of wealth. They were Moslems in religion, and apparently impressed Perkins favorably. One characteristic of their dress was a turban and painted shoes. In manners they were polite and hospitable, and possessed of an air of good breeding. They were courteous in business, active and affable. Although nearly black as Negroes, Perkins declared them the most shapely of any Asiatic race he had seen. Their eyes were keen and piercing, features regular and well set. These people traded with all southern Asia from Egypt to the Philippines and from Calcutta to Zanzibar. The rapidity with which they calculated mathematical problems, without the use of the abacus used by the Chinese, increased Perkins's respect for their business acumen. He found their houses pleasant and they lived with a great degree of taste.

Although the Dutch did not permit the Javanese to be enslaved, slaves were abundant. These oppressed creatures were Malays brought from Borneo, Celebes and Malabar. The Malays were great gamblers and exceedingly addicted to cock fighting. Bets made on these fights were often very large, and when in the grip of the gambling mania, a Malay would, after having lost all his possessions, wager away his wife or children. In order

to limit the chances of loss to the company, the Dutch set a limit to the sums that Europeans might bet at cards or cock fighting. The wonderful skill shown by the Malays with the blow pipe, as well as their custom of coloring the nails of the hand with henna did not escape Perkins's attention. As a slave cost but \$100 paper, it is no wonder that servants were numerous and not overworked.

The Dutch garrison was augmented by Sepoys, or native troops, armed and drilled and accoutered in the European fashion. The Sepoys were dark, well set up men of five feet, eight inches in height. Their hair was tied at the back of the head into a queue. The uniform consisted of a short blue coat, waistcoat, and coarse shirt. The breeches were skin tight, and covered but one-third of the distance between hip and knee. Half gaiters and shoes completed the dress. These men were good soldiers, and were also used as marine guards on the spice ships going to the Moluccas or Spice Islands.

The *Astrea* now having sold her cargo left Batavia for Canton, and on September 18, 1789, Captain James Magee anchored at Whampoa anchorage.⁶

⁶ India Office. China and Japan Mss., vol. 97. The *Astrea* was secured by Equa, while Skykenqua and Pankequa were responsible to the government for the payment of the duties. The young supercargo had brought out as his personal adventure 572½ lbs. of cheese at 6d a pound = £14—6—9; 321 lbs. of lard at 7d a pound = £9—7—3; and nine dozen bottles of American wine = £7—4—0; a total of £30—18—0. In return Perkins purchased cotton shirtings and flasks of mercury. Perkins visited Canton and watched the process of filling the 2,000 chests of Bohea tea, each of 350-400 pounds, for the *Astrea*. Chinese coolies stood barefooted in the chests and packed down the leaves. Before leaving the Hong merchants gave a gorgeous banquet to the American captains and supercargos. English and Chinese dishes were served in profusion during the sumptuous repast. Perkins considered the birds-nest soup insipid, and did not become lyrical over the shark's fins. Howqua, who was then a clerk in one of the Hong, and later became the richest Hong merchant and chief Chinese trader with the firm of Perkins and Company, saw Perkins and later recalled this incident to several partners of the firm. Indeed, as Perkins wrote this account a portrait of Howqua, who died in 1844, hung in his library and looked down on his writing table. At Whampoa, Perkins met the *Columbia*, Captain Robert Gray, recently arrived from the Northwest Coast with furs. Perkins arranged with the first mate, Joseph Ingraham, to send a

The cargo of 569 peculs of ginseng and 81 peculs beeswax was landed and sold to the Hong merchants. Trade with Europeans at Canton was by government edict concentrated in the hands of twelve Chinese known as the Hong merchants. The proceeds from this sale, and the money remitted from Bombay, where part of the *Astrea's* cargo of iron had been sold, together with the specie received from the sales at Batavia, was laid out in Chinese goods. The cargo of the *Astrea* consisted of 17 peculs of sandalwood, 2,578 peculs of black tea, 554 peculs of green tea, 9 peculs of nankeens.⁷

On January 19, 1790, the *Astrea* left for Salem, and arrived there June 5. From the Custom House invoices we learn that the cargo paid a duty of \$27,109.18. These goods were for the account of the following individuals and concerns:— James Magee & Co., T. H. Perkins & Co., O. Brewster, J. Powers, Wm. Cabot, Webb and Brown, E. Verry, A. Jacobs, David Barber, B. Pickman, J. McGregore, G. Dodge, E. H. Derby, S. Parkman, D. Sears, E. Johnson, N. West, J. Gardner, Jr., T. H. Perkins, John Derby, Jr., Webb and Bray, James Magee, Magee and Perkins.

Although this was the only trip that T. H. Perkins made to China, he gained enough insight into the methods of trade at Canton to make his firm of James and T. H. Perkins a leader in the Canton trade for forty years, until the firm was absorbed by Russell and Company in 1829-30.

vessel to the coast for furs. On September 17, 1790, the brig *Hope*, 70 tons, Captain Ingraham, owned by T. H. Perkins and Captain James Magee, left Boston, and returned three years later. This was the modest beginning of the great firm of James and Thomas H. Perkins and Company, for forty years a leader in the Chinese trade.

⁷ India Office. China and Japan Mss., Vol. 97.

THE GOVERNOR OF NEW PROVIDENCE,
WEST INDIES, IN 1702.

THE ADMINISTRATION OF GOVERNOR ELIAS HASKET
OF SALEM, IN THE MASSACHUSETTS BAY.

BY G. ANDREWS MORIARTY, A. M., F. S. A.

(Continued from Volume LI, page 125.)

The following additional documents relating to the disputes between Governor Hasket and the people of New Providence, 1701-1702, have been copied from the records of the Colonial Office in London. The petitions and affidavits were at length referred to the Lords Proprietors, to report "to her Majestie in Councill." There is some evidence that a report favorable to Governor Hasket would be forthcoming:

May it please yo^r Excell^{cy}

New Providence, Octo^r 11th, 1701.

I acknowledge it my bounden duty by this as well all opportunitys from this Port to return Yo^r Excellency my humble and hearty thanks for all favours recieved when with you in Virginia. I arrived safe to this Port the 2nd of September last, touching in my way at Bermuda, where I was courteously and kindly received & treated by that good Gentleman the Governor there.

At my arrival here I found his Hon^r Elias Hasket Esq^r invested in his post of Govern^r by his Majesties Approbation and the Lords Proprietors Commission, by whom I was received kindly. Immediately upon my arrival he desired me to accept the Lieut^t Coll^s post of this Island next to himself, he having just before my coming falne out with M^r Read Elding, and just turn'd him out of that post. I was not ambitious to entertain or execute any Post in this place (save only the Judges place w^{ch} I had before) and craved his excuse; but with his great perswasion I accepted of the Said Lieut^t Colloⁿel's post. After I had been a day or two in the place I found a general Discontent & a great murmuring

amongst the people, for what I knew not: Whereupon I acted the best and prudentest part I could to moderate and reconcile all differences between the Governor and people whenever I see any arise; In so much that I carried it courteously to y^e worst of my enemys for peace and quietness sake, but unknown to me, and before I came (as it now appears) It was agreed and concluded on by the people privatly amongst themselves that they would rise and take the Governor prisoner, and send him home to England in Irons to answer what they alledge agst him, which design and resolution they continued and accordingly on the 5th of this instant Sunday in the Evening by a number of men with force and Arms did sett upon him in his own house and seize him, and take him prisoner, and carried him to y^e ffort, where strong Irons was Clapt upon him, under which confinement he now remains in order to be sent to England. When I heard of the Hubbub and noise at the Governors house, that night, having just before taken leave to go home, I run to him and was taken also prisoner, and kept two nights and days in the Fort, and the Country having nothing to alledge agst me, I was sett at Liberty. Since w^{ch} I have executed my Judges Commission by trying one Vessell without a Jury, and according to y^e Method Yo^r Excell^{cy} gave me to follow, and shall not be deterred from doing my office. Through such times, have done my duty and kept myself innocent.

As yo^r Excell^{cy} of your great wisdom may think fitt to send this impartial account forward of our present State and Condition to the end His most Sacred Majesty may be the better informed thereof, that his Royal will and pleasure may be signified for the Protection and Safety of this Country and his Subjects residing here in this dubious times when 'tis said to be Warr.

Referr Yo^r Excell^{cy} to particulars by word of mouth p^r Capt. Davie, and humbly pray Yo^r Excellency's favor to him wherein all humility as in duty bound subscribes himself

Yo^r Excellency's

Most obedient & Devoted Servant,
Tho: Walker.

New Providence,

May it please Yo^r Excell^{cy}October 14th 1701.

I thought it my duty more particularly to give Yo^r Excell^{cy} as well as the rest of His Majestys Governors in America of the absolute necessity and reason for the safety and preservacon of this Government, of deposing and sending for England M^r Elias Haskett late Governor of this place w^{ch} the inclosed articles will more fully demonstrate, during which time untill His Majestys pleasure be farther known therein, I shall take care that all his Majesties Officers here shall be protected in the due execution of their Several Offices. I beg the favour of Yo^r Excell^{cy} that you will please after perusal of the inclosed to seal and send forward as directed with a Line or two of Yo^r Excell^{cys} opinion therein. I am

S^r

Yo^r Excell^{cys} most humble Servant,
Ellis Lightwood

New Providence.

Whereas the Arbitrary and Tyrannicall Governm^t of Elias Haskett Esq^r our Late Governo^r hath been Soe intolerably Oppressive that it could no Longer bee Endured without the Manifoldd Loss of our Lives and ffortunes and y^e Utter Destruction of y^e Trade and Encourag^{mt} of Settling these Islands by all y^e Illegall and Impracticable Wayes and meanes whatsoever by him Exercised Contrary to Law & Justice more Expressly Mentioned in our Remonstrance to that Purpose, wee having wth Just Reason for y^e Hono^e of his Majesty whose Subjects we are And from whom wee hope and Expect Relief from those Oppressions that wee have Soe Long groaned Under, & for our owne Self preservation being the first of Lawes have suppressed and taken into Safe Custody the Said Elias Haskett the Author & procurer of our Unhappy State and Conditions Untill his Majesty and y^e Lords Proprieto^{rs} pleasure bee further knowne therein During which time, wee heartily Desire and Request of you Ellis Lightwood Esq^r being one of y^e Councill And as a person indifferent on this occasion, And whose Principall Interest is in y^e Governm^t. That you will please to take

upon you together with y^e Advies and Consent of ye Councill for y^e time being the Care And Charge of those Islands And y^e Governm^t thereof untill further Order from his Majestie & Lords Proprietors In W^{ch} Care and Charge, (When Commanded) on all occasions wee shall Readily give our Aid And Assistance As witness our hands this Sixth day of October 1701.

The Abovesaid is Signed by the whole Country in Gennerall.

(This is another Deposition by W^m Davie describing his Visit to New Providence, & relating the conditions of lading imposed upon him by Governor Haskett, briefly mentioning that he heard the sd Governor had been seized & sent to England.)

[*Colonial Office*, 5, 1312, No. 21.]

Memorandum to lay before his Excell^{cy} the Governor of Virginia concerning the Revolution in Providence.

That when the Governor was deposed Coll^o Read Elding was a Prisoner by a mittimus for Piracy & dealing with Pirates, and several other high Crimes and misdemeanors; but to free himself he came first to the Govern^r pretending to visite him. Immediatly the people with arms followed him into y^e Govern^{rs} house and seized him the said Governo^r; Then the said Elding headed the people, and carry'd the Governo^r into the Fort prisoner: When two great Guns were fired, whereupon the other people as in the nature of an Alarm came from their own homes with their Arms to the Fort, Where being in a body, the said Elding at y^e head of them first motioned for the people to vote Thomas Walker Judge of the Admiralty to be put in Irons; all the people with one consent sayed, no Irons.

Then the said Elding motioned to the people for the Governo^r to have Irons put upon him: The people Answered Irons upon the Govern^r w^{ch} according were put upon his leggs were strong and heavy ones, his Lady und^r great trouble and grief to see the same.

The next day all the people mett and voted M^r Ellis Lightwood to be their Head and President of the Island.

Note that about 10 days before the Revolution Coll^o Elding was in the Fort in Irons to be sent home to England to answer, but he petitioned and prayed the Gov^r to let him be tried here in Providence and till the time of Trial to be eased of his Irons. Upon his petition and friends intercession the Gov^r took pity and let him to bail. He swearing or taking a solemn Oath upon the holy Evangelists &c that he'd be of good behaviour and not plott against the Gov^r nor do him no harm, nor suffer any to be done; and if he heard of any design agst the Governor he would forthwith give him notice and be his true and faithful friend, but contrary has proved, and now is at liberty from answering what he was Committed for, and did amiss when Deputy Govern^r

That after the Governor was three days in the Fort he was ordered from thence a prisoner in Irons to M^r Lightwood's plantacon: When he was removing M^r Graves the Kings Collector drew his sword and was going to kill him, saying these following words, I make no more to kill him then I would a Dogg. But the people prevented him and rebuked him for it.

That the Chief Judge Coll^o Tallaferro is taken a prisoner and kept in the Fort and he knowes not for what, he declaring himself innocent of any Crime deserving Imprisonment.

That after the Governors Ship came in the people went aboard with force and arms to take her without any authority from ye Judge of the Admiralty.

I William Davie Mariner Master of the Sloop James City on the 17th day of October 1701 being in Company with Coll^o Walker at Nassau Town in New Providence, upon taking my leave of him he gave half a bitt's worth of apples w^{ch} I put in my pockett & carried on board the said Sloop, and upon my voyage from thence to this Country of Virginia at sea, going to eat one of the said apples cutting it with a knife, discovered some pinns in it, and afterwards this paper upon w^{ch} looking how the said paper was putt into the said apple, found that the Topp of the apple had been cutt off, the inside of the Apple

dugg out, this paper put in, and the topp of the Apple pinn'd on again.

W^m Davie.

Nov^r 11th 1701

Sworn to before his Excell^{cy}
in Council
Dionisius Wright.

At a Councill held at Fort William
Henry this Eighteenth day of December 1701.
Present the hono^{ble} John Nansan Esq^r &c.

Abea: Depeyster, Esq:	Thomas Weaver, Esq ^r
Robert Walters,	William Atwood

The Memoriall of Elias Haskett Esq^{re} Gov^r of the Island of Providence read. And the said Elias Haskett being Sworn to the Truth of the s^d Memoriall, and Declaring on Oath that that part thereof as is Suggested therein to be within his knowledge is true and that the rest he believes to be true the said matter being of great Importance is referred to further Consideration, and the Memoriall ordered to be entred verbatim in the Councill Book, and follows — in haec verba —

To the Hono^{ble} John Nansan Esq^r Lieut-Governo^r and Comander in Cheif of the province of New York and to the Councill of the S^d province —

Elias Haskett Esq^{re} Governo^r of the Island of Providence part of his Maj^{ties} Dominions takes leave to represent —

That he the s^d Governo^r arriving in the said Island about the Thirtieth day of May last applyed himself with the utmost Dilligence for the reforming and punishing great Enormities and breaches of the laws of England particularly those of trade which had been notoriously Violated and those Violations Encouraged by the fraudulent agreements and connivance of John Graves the Collector of the Customs there w^{ch} occasioned a Conspiracy of Diverse of the Inhabitants of y^e said Island who had been old Pyrats or Accomplices with such to usurp the Government of the said Island in order whereunto they

with a Number considerable in regard to the few Inhabitants then upon the Place wth Swords and Pistolls in an hostile & rebellious manner Seized upon the s^d Gov^r Severly wounding him on the head and being assisted by one James Crawford a Stranger amongst them kept him Confin'd in Irons and in Conjunction wth the S^d Graves possessed themselves of his Maj^{ties} ffort there after w^{ch} one Roger Prideux who then was and still is the sd Govern^{rs} Covenant Servant joyned wth the s^d Rebels and agreed to be assisting to the s^d Graves & Crawford in Causing the S^d Govern^r to be carried in Chains to England where the said Graves and Prideux obliged themselves by an oath administered by their fellow Traytors to give Evidence for Justificacon of the Said Rebellion and came together on board the Ketch Katherine one William Loreir Master where the said Govern^r was Delivered prisonner in Chains till he was freed from them by the Assistance of one of the Seamen to the great disappointment of the Confederates then on board the Substance of all which has been proved by Oath before Your Hono^r Sitting upon a Comission for trying the Said Crawford for a pyraey in prosecution of the said Rebellion and the said Governor humbly offers his oath that he beleives all the matters herein Suggested to be true great part of which were within his own observation and that he doubts not but upon occasion he shall prove by Good Witnesses the truth of such particulars as were transacted during his Confinement. —

Wherefore the S^d Gov^r humbly prays that y^e s^d John Graves Roger Prideux and James Crawford may be Confin'd till his Maj^{ties} pleasure can be known from England.

E. Haskett.

p^r Order of Councill.

B. Cosens. Cl. Concilij

New York, December the 27th 1701

My Lords

This humbly beggs leave to inform your Lordships of the most barbarous usage that hath been lately heard of by a much worse sort of Pyrats than Inhabite the Island of Madagascar, for at Providence the dayly Study

and practice is Treason, Robbery, Rebellion, and Murder, the last of which I very nearly Escaped, being wounded very much; the manner of taking me is in the Inclosed Information given on my oath here, and I p^rsume to assure your Lordships that the only reasons of their Rebellion and Robberys are as followeth, The week after these persons had seized me the Courts were appointed for the tryal of several of the persons following for the Crimes herein mentioned, viz^t

John Graves the Collector for granting false Certificates, and actually defrauding his Majesty of severall hundred pounds received for his Majesties duties and Customs, the same being proved by three severall Evidences, with severall other misdemeanours of a very high nature, which I shall further Inform your Lordships of on my arrivall in England.

Read Elding for being guilty of Pyraey on the high Sea Severall times, as also, for forceably taking away the wife of Major Trott during the time he was Deputy Governor of the said Islands, and wounding, and Imprisoning him on his Requesting his wife from the said Elding; A further reason of the said Elding's rebellion is, his Sloop was Seized and Condemned in the Court of Admiralty for Loading Husliek, and carrying the same to Saint Thomas Contrary to Law and his bond given. This Seizure very much disturbed the said Elding by reason no Governor or officer dared to seize or meddle with anything that belonged to this Elding his power is so great amongst the Rabble.

Ellis Lightwood upon a forfeited bond of five hundred pounds due to the King. The Condition was that if Captain Bridgman alias Avory should be proved a pyrat within a year and a day the said bond should be payd, and the said Avory should be delivered up to Justice; It happened that soon after the said Avory came in to Providence by consent of the Governors and others, his Majties proclamation arrived, which proclaimed him a pyrat, with his ships Crew, yett the said Elding contrary to the said Bond and his Majesties proclamation purchases a ship for the said Avory and Seventeen or Eighteen of his Crew and Convoys them off of the Island Receiving

of the said pyrats Sundry goods and Merchandizes for his so doing.

Another thing my Lords that moved the said Lightwood to this Rebellion was, Three dayes before they most barbarously seized me and my Estate the said Lightwood had a sloop arrived from St. Thomas's Island with Cocoa, Sugar and sundry other goods and Merchandizes to a great Value — The Master of the said Sloop on his Oath with a passenger Declared that he loaded Tobacco on board at Barbados and sold the same at St. Thomas's contrary to the severall acts of Trade, upon which I seized the Said Sloop, but before she was condemned these Villains seized me, and mine, with the said Sloop, and all her rich Lading, so that My Lords my justly and honestly putting the King's Laws in Execution were the cause that I very nearly Escaped being Executed my self;— This Lightwood is now made Captain and Chief amongst them for his good service as they call it done them in Defending and maintaining their ancient Customs and privileges.

John Warren sides with them for the same Reasons with Lightwood giving bond for severall pyrats and Conveying them away contrary to the King's proclamation, and so forfeiting his said bond, and many other things too tedious to trouble your Lordships with now. So with humble Submission do begg your Lordships patience untill my arrivall in England to which place I shall make all dispatch I can by way of Boston And untill my arrivall in England pray leave to Inform your Lordshipps the method of the Providence peoples proceedings, which are, after their sending me with a guard of ten men Read Eldings brother the Chief of them. down to a small house five miles out of the said town, with my wife and Sister where they kept me six weeks in Irons with the said guard keeping my wife five weeks of the time a prisoner, not suffering her to go to town nor to see any of her acquaintance, nor to write to them nor have any Communication with them; during all which time they kept possession of all I had, sharing of it and disposing of the same as they thought most proper for their purpose, taking up all their forfeited bonds, and all the Evedence I had against the said parties with all other bonds, Bills,

Commission Instructions and all other writings whatsoever, with all my Estate of what kind soever, as is mentioned in the Information Inclosed, at the same time Imprisoning the Judge of the Court of Admiralty, and the Judge of the Court of Common pleas the Secretary and Sundry others, and keeping the same untill they were almost Starved before they lett them out of prison, and when taken out, forced them to swear to them that they should not putt pen to paper to write to your Lordships any thing Relating to the barbarous act done to me, which oath was forced unto them with pistolls at their breasts —

When they had done this, to secure them selves about Eight of the Rebells constantly mett together for a month to make some articles against me in order to have a pretence for what they had done, and for the better Strengthening them gott several of their Confederates to swear to them — What they are yett I know not but am well satisfied I have done nothing Contrary to Law, but have been Carefull in putting all his Majesties Laws in Execution— When they had done this they forced me on board a small ketch, where they putt me in Irons, keeping my wife and Sister Still prisoners, Suffering me to bring no more Clothes than what they putt up and sent on board, in which ketch I continued untill I came to New York, but most barbarously treated by — (sic) Graves who did contrive severall times to murder me but it pleased God to p^rvent him; he hath Sworn to be true to the Rabble, for which he is sufficiently payd out of the plunder which was Considerable I Removing my Interests from Barbados so that when I came to Providence I brought between three and four thousand pounds which was more than all the Governors before me brought, besides the full parts of Several Seizures belonging to his Majesty which was very Considerable, all which was taken from me save a small matter I had round my middle when I came on board which Graves knew nothing of, if he had I had not brought a farthing with me. They also hindred me from any Servant to wait on me, neither Suffered me to bring a Letter for fear of discovering what they had done to me — I fear I have been too tedious, so begg your Lordships to pardon and Excuse me untill I come before

your Lordships at which time shall acquaint your Lordships with Submission with many more Truths Relating to the Government of Providence and Carolina.

My Lords,

If John Graves should come to England before me with the said articles, and a Justification of himself, I humbly begg your Lordships to give no Credence to him untill I come to answer the same, which is the prayer of

My Lords,

Your Lordships most faithfull and
obedient Servant

E Haskett

P. S.

I have also Inclosed to your Lordships the Memoriall given in by me to the Gov^r and Councill of New York on my arrivall there.

The Information of Coll^o Elias Haskett Governor of the Bahama Islands.

Where as sometime in the month of October last James Crawford John Graves Read Elding and Ellis Lightwood with some other Confederates did Combine Consent and agree to Seize take and Remove the said Governor from his said Government, and the said Combination they accordingly putt in Execution some time in the said month of October, by first privately seizing the said fort and Magazine of the town of Nassau at Providence, soon after the taking of which, a party of the above named Confederates, with Swords Pistolls and other arms went to the said Governor's house in the town of Nassaw aforesaid, where the said Governor then was, and fired into the said house at the said Governor, but the shott missing the said Governor, one of the said Confederates was wounded, by which meanes they left off fireing, and betook themselves to their swords, with which they Seized the said Governor, and wounded him in severall places, and Imediately carried the said Governor away to the fort, and there loaded him with Irons and Confined him a Close prisoner, and the same night the said Confederates drove the said Governors wife Sister and the rest of his family into the woods, and seized upon and took or

shared amongst them, all the said Governors Gold, Silver, household goods, plate, ffurniture, Merchandize, Comission, Instructions, Bonds, Bills, Mortgages, and whatsoever else belonged to the said Governor to the value of severall thousand pounds part of which was the Kings money and Lords Proprietors, breaking open doors, Closets, Trunks &c^a to come at the same, and kept possession of the said house and goods till about three or four dayes before they forced the said Governor from the said Island of Providence, and brought to him some of his money and jewells, p^rtending that the said Governor owed money on the said Island, and that they had brought him that money wherewith to pay his debts, but denyed him his wearing apparell unlesse he would give them a sume of money which they forced him after they had delivered the same to him.

That the said rabble kept the said Governor a prisoner in Irons three days in the said fort, during which time John Graves and others his Confederates proposed to Murder the said Governor, to prevent disturbances thereafter in the said Governor's hearing, but could not prevail with the majority of the Confederacy to so bloody an act, but agreed to send the said Governor with his wife and sister (who they also kept prisoners with him) to a small house about four miles from the said town of Nassau, a prisoner in Irons, with a guard of ten or thereabouts of the Confederates, where they kept the said Governour a prisoner in Irons, till such time as they forced him from the said Island, and also kept his wife a prisoner most of the said time, not suffering any of the Governors friends to come near him or write to him, neither suffering the said Governor to write to any person, or to have any Communication with any body.

About a week after the said Governor was seized the Ship Providence Galley, whereof Captain Benjamin Pittman was Comander arrived at Providence aforesaid and Imediately James Crawford with some other of the Confederates went on board the said Ship Providence, and told the Master the Governor wanted Imediately to speake with him, upon which the said Master went on shoar with four of the Marriners belonging to the said

Ship, and as soon as they landed some of the said Confederates seized upon the said Captain Pittman, and his men, and boat, and carried them to the fort and secured them in prison that day, and the next night, and when they had thus secured the Master and men, another party of the said Confederates in the said ships pinnace went on board the Said Ship Providence Galley and there with their Swords drawn, declared to the said Ships Crew that they were all their prisoners. In a little time afterwards Came on board the said ship Providence Galley a man of war Canoa with fourteen men in her, and took possession of the ship and carried the Sayles on Shoare, and the next day about twenty-five men went on board the said ship Providence Galley and carried her under the Comand of the fort where she now lyes.

That the said Confederates about the same time seized upon a Sloop of the s^a Governors called the Successe whereof John Belcher was Comander, lately Arrived from Exuma, with all her tackle and furniture some of which furniture are now on board the Ketch Katherine now lying in the Harbour of New York, whereof William Lawreir is Master, and were carried on board the said ketch by the order of the said James Crawford, as the said Governor is Credibly Informed (viz:) four pattera-roes, Chambers, Colours, &c^a:

E Haskett.

Extract of Letter from Capⁿ Nansan dated 29th of December, 1701, mentioned in foregoing Endorsement.

“ “New York. 29th December 1701.
“My Lords.

“Some time after arrives here a small ketch from Providence bound for England haveing on board M^r Heskett the Gov^{rnor} of them Islands a prisoner, sent thence by the Inhabitants who had usurp'd the Government, and form'd one of their own, who found some means in letting his freinds in this place know his misfortune withall accuseing some on board with Pyracý, perticularly one James Crawford, Super Cargo of the ketch, when as soone as I was acquainted therewith, I sent downe His Maj^{ty}s boat

man'd and arm'd and brought her up, after which upon a formal accusation by M^r Heskett, I ordered the Attourney Gen^l to prosecute Said Crawford &c . . .”

“”

[*Colonial Office*, 5, 1047, No. 25]

An Account of the Irregularities of the
People & Government of New Providence
in America, as they now stand with their
Remedies.

Humbly Represented and proposed to the Right Hon^{ble}
the Lords Commissioners for Trade and Plantations, by
Elias Haskett.

1st Of their Pyracies. That these People have ever since their Settlement been guilty of Pyracies and Robberies on the seas as well on her Ma^{ties} Subjects as on Strangers appeared to me not only from the Character I have had of them in all the other parts of America and from Sev^rall Informations given me by some of the People themselves, and their bragging of the Advantages they have made thereby, but from what came immediately under my own Notice and Cognizance Particularly.

That, some Shot tyme before my arrivall, One Elding & some others of Providence sett on a New England Vessel w^{ch} Came from Jamaica, by firing into her sev^rall broad sydes of Shot in the Night tyme, and she having no arms to defend herself, that Ma^r and men were forced to betake themselves to their boat: Upon w^{ch} Elding & his followers seized on the said Vessel and her lading, and shared the same among them.

Soon afterwards, some of the same people, with one Sam^l Thrift of Providence for their Leader, Sett on a Brigantine belonging to New York among the Bahama Islands, and by chasing and fying on her run her aground att the Isle Ethara, and drove the seamen out of her upon the Land, plundered the Vessel, and carryed the goods to Providence, w^{ch} when they arrived there were called by them wreck-goods.

Also about the same tyme one Curtis sett out upon a Voyage (as they term [it]) in a Sloop with ten men all well armed, and about two months before my arrival att

Providence brought in English and West-India Goods to the value of 1200^{li}, as appears by an Inventory before your Lords annexed to my second memoriall and att my arrivall I finding that such goods went under the Denomination of Wreck-goods I made a strict enquiry into the matter, and some of the said sloops men told me they found the wreck at Maregoana one of the Bahama Islands, and Others of them (I examining them Separately) told me they found y^e same att another of y^e Bahama Islands, and Others sayd they were found in a third place. Upon w^{ch}, to discover the truth, I sent out a Sloop among the sd Islands, and att her return the persons I sent reported to me That att the said Islands Maregoana they found a Vessell burnt down to the water, and near 20 men dead on the Shore. So that Considering the Nature & quantity of the goods they brought home, their arming themselves so strongly when they went out, the finding the said Vessell so burnt, and her men dead just by her, and the Various Storyes I found them in, there is no one (I think) but from such circumstances would have concluded that they had committed a barbarous robbery on the said Vessell: Of w^{ch} y^r said Curtis was so Conscious, that he kept out att sea all the tyme of my Government. But notwithstanding these presumptive Evidences of not being able to gett any that were Possive I could not convict them of the fact.

That about a month before the tyme I was seized on, a Sloop of Eldings whereof one Symms a Negro was Commander came into port, after about 4 Months Voyage among the Islands, who in her return found an English Vessell that had lost her way, and whose men were ready to starve. Upon which they plundered the sayd Vessell of her Sailes, Cables, Anchors, — mens chests, cloths and whatever was on board, murdered the Surgeon, and sett the rest of the men adrift in a small boat, and then sett fyre to the Vessell. All w^{ch} appeared to me upon the Oath of William Gibbons one of the said Sloops crew who was Concerned in the said Action. And it further appeared to me on the said oath that Simms the Commander was the person that murdered the said Surgeon; and I asking Simms y^e Commander how he could be guilty of

such a murder? He replied, That the Surgeon told him that he had undergone a great many hardships, & was very ill, and desired that he would put an End to his life, and that he the said Simms thereupon out of charity took a broad Axe and cutt of his head. Upon w^{ch} I committed him to prison for the Said Murther, and he was to have been tryed for the same 3 days after the tyme I was seized on, but by that meanes he was rescued from his just punishment.

That I could sett down many other Instances of their Pyracies & Cruelties, but these are some of the chief of them w^{ch} Came under my Notice.

2^{dly} Of their Aiding & succouring Pyrates. That these People have also made it there continuall Practice to aid, entertain, cherish, trade with, and procure the Escapes of Pirates. One noted instance whereof is particularly sett forth concerning Avery in the Explanation of my account of the moneys due to her Ma^{ty} lying before yo^r Lopp^s in the Article concerning the forfeiture of Lightwoods Bond of 500^{li}. And another instance may particularly also appear by a true Copy of an Affid^t of John Hotham hereunto annexed of the said Elding furnishing Captain Hine y^e Pirate with provisions, liquors, careening, oares, &c. w^{ch} Said Hine was afterwards att Providence Condemned and executed for Piracy. And I have often in the tyme of my Government intercepted severall Letters from known Pirates (particularly from one Kelly an Irishman who shelters himself at St. Thomas's and the Isle of Ash, the last of w^{ch} Islands is only inhabited by Pirates) to Sev^rall of the Inhabitants of the said Island to come off the place and furnish them with necessities, and other Letters were to know the Strength and Riches of the Island, that the said Pyrates might at a proper opportunity plunder the same. And other Letters were to be informed when they might privately come on Shore for shelter and Protection.

3^{dly} Of their breach of Trade, & defrauding her Ma^{tie} of her Customes. That they constantly break all the Laws of Trade, and defraud her Ma^{tie} daily of her Customes, by shipping off the Commodities of the Sev^rall Bahama Islands and carrying the same to Coresoa an

Island belonging to the Dutch, and St. Thomas's belonging to the Danes, and to other Islands in America belonging to other fforreign Princes & States, without entering, clearing or paying Customes. And the Truth of these things will appear to yo^r Lopps by my aforementioned explanation of the Account of Monyes due to her Ma^{ty}, wherein I have sett forth the seizing and condemning of four Sev^rall Vessells for the Said Illegall Trading wth in the Space of three months or thereabouts.

And indeed there are yearly twice as many Commodities of the groath of y^e sd Bahama Islands privately shipt off and sold att fforreign places by y^e Connivance of the Governours & Collectors of Providence without paying her Ma^{ties} Customes than are Shipped off and do pay Customes.

And Note — That the Customes of Brazaletta wood, ffustick wood and Cotton wood only if duely Collected, and all frauds of the same p^rvented, will (as the Trade of the said Islands now stands even in its Infancy) be neer Sufficent to maintain a fforce to defend the place.

4^{thly} Of their seizing their Governours. That ever since y^e Settlement they have all along seized on and imprisoned their Governours, Except M^r Trott, who, as I have been informed by Sev^rall credible persons there and as is particularly sett forth in the Explanation of my Account with her Ma^{ty}, Connived with them in the entertainment of Avery and shared part of his and other Pirates booty for the Protection they had there.

The first Governour was M^r Jones who was three Sev^rall tymes put in Irous and as often released by ye People, that he might each tyme more and more amend his behaviour towards them in permitting their illegall Practices, w^{ch} he accordingly promised to do.

The second was M^r Trott whom they favoured upon y^e Terms aforesaid.

The third was M^r Webb who for his kindness to One party of y^e people was so threatened by their Contrary Party that he for fear of their ill-usage made his Escape privately from the place.

5^{thly} Of their Idleness & Neglect of Cultivating ye Soyle. That if the People were prevented from their

unjust wayes of living herein before particularized, and would Employ their Industry in Cultivating the Island, it would produce in Equall Plenty all the Commodities w^{ch} are produced Either in y^e Leeward Islands, Jamaica or Barbadoes, Which would very much encrease the Customes of her Ma^{ty} and be a great benefit to this Nation.

6^{thly} Of their Wickedness & Debauchery. That their Wickedness and Debauchery is grown to such Perfection (if I may so call it) that unless it be corrected no good men can live among them. ffor they sometymes by Consent and sometymes by fforce openly use the wives of each other, and Severall of them their own neerest relations, as Sisters and Daughters: And indeed every Man Seems to have a property in every woman. And to these Vices they Constantly add Swearing and Drunkenness. And the Minister, who should teach them better, often neglects all manner of Church Duty sometimes for two months together, and instead of Joyning with them in Devotion, Joynes with them in their Immoralities.

7^{thly} Disgrace to her Ma^{tie} & Govern^t. I think (with submission) it will be worth Consideration also to prevent the Disgrace which a People so licentious & ungoverned under her Ma^{ties} Protection may bring upon her Ma^{tie}, this nation & Government, among the fforreign Plantations in America.

Remedies. Now (my Lords) with all submission to yo^r Lopps better Judgment, I humbly conceive, that the only Method to remedy these great Abuses and Inconveniences will be, upon a Representation of them to her Ma^{tie}, that her Ma^{tie} should by some meanes take the Possession of the said Islands into her own hands, and send a Governour thither, and that good and whollsome Laws may be made where those already made are defective.

And to ye end that the Laws of England and the Bye-Laws of the place which are or shall be made may be duely and exactly put in Execution, I presume it to be absolutely necessary that a Convenient fforce be sent thither. For I need not acquaint your Lopps that where there is no power to enforce the Execution of Laws, they can be of no use, and Consequently the People must remain Rude & Barbarous.

By these methods (my Lords) the Customes of her Mat^{tie} from ye said place will be greatly augmented & duely Collected. The People will thrive, the Trade of this Nation will Considerably encrease, and all the said Irregularities will be brought into order, and be for the Future prevented.

And further (my Lords) such a Force and such a due Execution of the Laws will prevent the said Island from falling into the hands of her Mat^{ties} Enemys, either by their Strength, or the Peoples Treachery.

NOTE The Ring-leaders of these Injustices and Crimes committed on the said Island ever since the last Settlement thereof were and are Read Elding, John Warren, Ellis Lightwood, & John Graves.

To the R^t: Hon^{ble}: y^e: Lords Commissioners for
Trade and Plantations.

Elias Haskett Esq^r Governour of Providence in America Craves leave further to Represent.

1st. That it is now about 12 yeares since the last Settlement of Providence and the other Bahama Islands; the Cheif part of which Settlement was so composed of the Cast-out Pyrats of those Seas, who have ever since till the com^eing of the said Governour practiced the same without Interruption, either imediately by themselves, or sending out, or Conniving with them in Sloops they build for that purpose; And what ever they Plunder, they give it the name of Wreck Goods (pr out one of their Originall Inventories hereunto annexed) And not only so, but they have all along Cherished and Traded with the greatest Pyrates who came into those seas, and for many months Concealed and succoured the noted Avery on the said Island, and procured his Escape; so that by being enured to these methods of living, they never allow themselves time to Plant anything either for the Benefitt of Trade, or for their Sustenance, wherefore a great part of the yeare the People are ready to Starve were they not supplied from other Places.

(To be continued)

CATALOGUE OF PORTRAITS IN THE ESSEX
INSTITUTE, SALEM, MASSACHUSETTS.

(Continued from Vol. LXXI, page 166)

145. ELIZA HODGES (HOLMAN) JACKSON, 1831-1871.
Miniature, by unknown artist. Measurements,
3 in. x 2 $\frac{3}{4}$ in. Portrait of child, half length,
full face, dark hair parted in center, long curls.
Low necked yellow dress with short puffed sleeves.

Gift of Heirs of Howard Jackson, 1930.

Eliza Hodges (Holman) Jackson was born in New York City on May 25, 1831, the daughter of Samuel Holman, jr., and Lydia (Hodges) Holman. Her father was the son of Samuel and Eliza (King) Holman and her mother the daughter of George and Hannah (Phippen) Hodges. Eliza H. Holman was brought up at the family homestead on Walnut Street in Salem, the house being near the present site of the Immaculate Conception Church. She married, June 13, 1855, as his second wife, William Henry Jackson of Salem, the son of George and Mary (Crane) Jackson of Boston. The first wife of William H. Jackson was Eliza H. Norris, daughter of Henry L. and Elizabeth Norris, whom he married on May 12, 1846, and who died on April 28, 1852. William H. Jackson and his second wife, Eliza H. (Holman) Jackson, lived for many years at 93 Lafayette Street, Salem, where Mrs. Jackson died on January 25, 1871. Mr. Jackson, whose business was in Boston, passed away at Salem, January 3, 1881, at the age of sixty years. [See Perley, *History of Salem*, vol. 3, p. 26; *Salem Vit. Rec.* (printed), vol. 1, pp. 443, 444, vol. 3, pp. 511, 540; Hodges, *Hodges Family of New England*, p. 51; *Salem City Hall Records*, vol. 6, p. 92, vol. 12, p. 1, vol. 15, p. 86.]

146. SAMUEL JOHNSON, 1790-1876. Oil, by Charles Osgood. Canvas, 30 in. x 25 in. Half length, face nearly front. Seated position with arm resting on chair arm. Book in right hand. Dark bushy hair, side whiskers. Turned over white

collar, black stock and waistcoat. Black velvet collared coat. Dark gray background.

Bequest of Catherine Johnson, 1918.

Samuel Johnson, M. D., was born in North Andover, December 18, 1790, the son of Joshua and Martha (Spofford) Johnson. His father was by occupation a farmer and lived and died in Andover. Dr. Johnson was graduated from Harvard College in 1814 and received his degree of M. D. from the same college three years later. He married, on June 7, 1821, Anna Dodge, born in Salem January 7, 1797, the daughter of Joshua and Elizabeth (Crowninshield) Dodge. They had a large family of children, among them the Rev. Samuel Johnson, famous for his liberal thinking, much in advance of his times. Dr. and Mrs. Johnson made their home on Brown Street, Salem, where Mrs. Anna (Dodge) Johnson died on October 22, 1849. On June 1, 1857, Dr. Johnson married Mrs. Lucy Pickering (Stone) Robinson, daughter of John and Catherine (Dodge) Stone, and widow of John Robinson, by whom she had a son, John Robinson, so well known for many years as curator of the Peabody Museum in Salem. Dr. Johnson enjoyed an extensive practice of medicine in Salem, and was for forty years the city's leading physician. At the time of his death, on May 28, 1876, at 4 Chestnut Street, Salem, he was the senior member of the medical profession in Essex County. His widow, Mrs. Lucy P. S. Johnson, passed away on May 9, 1893, at the residence of her son, John Robinson, 18 Summer Street, Salem. [See Johnson, *Johnson Genealogy*, p. 127; *Salem Vit. Rec.* (printed), vol. 3, pp. 263, 551, vol. 5, p. 362, vol. 6, p. 189; *Andover Vit. Rec.* (printed), vol. 1, p. 231, vol. 2, pp. 200, 480; *Dodge Family*, pp. 143, 209; *Salem City Hall Records*, vol. 9, p. 149, vol. 15, p. 100, vol. 18, p. 21; *Salem Register*, issue of June 1, 1876; *Salem Gazette*, issues of May 30, 1876, May 10, 1893; *Quinquennial Catalogue of Harvard College*, pp. 137, 297; Bailey, *Historical Sketches of Andover*, p. 116.]

147. SAMUEL JOHNSON, 1822-1882. Oil, by Charles Osgood. Canvas, 27 in. x 19 in. Portrait of a young man, dark brown hair, parted on left side. Turned over white collar, black stock and coat. Dark background.

Bequest of Catherine Johnson, 1918.

Rev. Samuel Johnson was born in Salem, October 10, 1822, the son of Dr. Samuel Johnson and his first wife, Anna (Dodge). His birthplace was 2 Brown Street, the house in which Nathaniel Bowditch was born, which has been removed to Kimball Court. His early education was obtained in Salem's private schools. He was graduated from Harvard College with the class of 1842 and from the Divinity School in 1846. In 1853 he was established as minister of the Free Church in Lynn to succeed Rev. John T. Sargent and here he preached for seventeen years, then retiring to the family homestead at North Andover, where he gave his attention to study, with occasional preaching at the Unitarian Church in that place. He died at North Andover, unmarried, on February 19, 1882. He was an associate of Wendell Phillips and William Lloyd Garrison and shared their views on abolition. He was a liberal and advanced thinker and will be longest remembered by his articles published in the anti-slavery press, especially those printed in the *Radical*. In collaboration with Rev. Samuel Longfellow, he compiled *Hymns of the Spirit*, some of which were of his own authorship. A deep student of Orientalism, his works on the religions of China, India and Persia were among the most remarkable of the period. The first two of these books were published in 1872 and 1877, but that on the Persian religions was not quite completed at the time of his death. It is said that he possessed the gift of eloquence to a remarkable degree and many flocked to hear him preach or speak on the questions of the day. Although a lifelong sufferer from disease he was ever patient and hopeful and lent a willing ear to all who came to him for counsel. Rev. A. M. Haskell, at one time pastor of the Barton Square Church in Salem, published a memorial to Mr. Johnson in 1882. [See *Salem Vit. Rec.* (printed), vol. 1, p. 477; *Quinquennial Catalogue of Harvard College*, p. 162; Johnson, *Johnson Genealogy*, p. 130; Lewis

and Newhall, *History of Lynn*, p. 585; *Boston Journal*, issue of Feb. 20, 1882; *Salem City Hall Records*, vol. 15, p. 100; *Salem Register*, issue of Feb. 23, 1882.]

148. JAMES KEITH, Lord Marshal of Scotland. Oval miniature on ivory, by unknown artist. Measurements, $1\frac{1}{2}$ in. x $1\frac{1}{8}$ in. Bust, face nearly front. White wig, dark blue uniform, red collar, frilled shirt, white stock and waistcoat.

Bequest of George Rea Curwen, 1900.

James Keith, called Lord Marshal of Scotland, was, according to tradition, once engaged to be married to the widow of Major John Clark, but the marriage never took place. [See *Essex Inst. Hist. Colls.*, vol. 36, p. 253; vol. 70, p. 280.]

149. GEORGE KIMBALL, 1809-1872. Miniature, by unknown artist. Measurements, $2\frac{3}{8}$ in. x 2 in. Young man, head and shoulders. Face two-thirds front. Dark brown hair, black stock, coat and waistcoat. Narrow black cord across shirt-front. Dark gray background.

Gift of Miss Mary A. Kimball, 1927.

George Kimball, a native of Ipswich, was baptized September 3, 1809, the son of Jonathan Choate and his first wife, Mary (Lord) Kimball. He became a printer in his early youth, was a member of the Salem Charitable Mechanic Association and was printer and publisher of *The Essex Statesman*, a Salem newspaper which ran its short life from 1863 to 1868. On September 15, 1840, he married Margaret Wellman, born in Salem on August 3, 1809, the daughter of Captain Timothy Wellman, master mariner and his wife, Abigail (Browne) Wellman. Mr. Kimball died in Salem November 16, 1872, and his wife passed away on January 23, 1885. During the greater portion of their married life the family home of Mr. and Mrs. Kimball was at 30 Pleasant Street, Salem. [See *Salem Directories*, 1842-1869; Morrison and Sharples, *History of the Kimball Family*, vol. 2, pp. 659, 948; *Salem City Hall Records*, vol. 12, p. 27, vol. 15, p.

140; Wellman, *Descendants of Thomas Wellman*, pp. 242, 243; *Ipswich Vit. Rec.* (printed), vol. 1, p. 215; *Salem Vit. Rec.* (printed), vol. 2, p. 408, vol. 3, p. 568.]

150. BENJAMIN KING, 1740-1804. Oil, by unknown artist. Canvas, 34 in. x 28 in. Seated position, face nearly front, arm resting on chair back. Red hair, white collar, fastened at back. Reddish coat, blue-green waistcoat buttoned up to neck. Right hand in waistcoat. Spy glass in left hand. Dark background.

Gift of Heirs of Howard Jackson, 1929.

Benjamin King was a maker of mathematical instruments in Salem, where he was baptized on November 23, 1740. He was associated in business with his father, Daniel King, who was one of the first to follow this craft in New England. Benjamin King's mother was Elizabeth Coes of Marblehead. He married, on September 27, 1764, Sarah, daughter of David and Miriam (Bassett) Northey of Lynn. His customers, as revealed by his inventory, showed the names of many of Salem's most prominent citizens, noticeably William Gray, Joseph Peabody, Pickering Dodge, Thomas C. Cushing and others. The probate records of his estate show that at the time of his death he owned a dwelling house, barn and land on Lynde Street, which later became the property of David Perkins. His pew in Dr. Prince's meeting house was sold to Nathaniel Bowditch for one hundred dollars. His personal property included many mathematical instruments and the materials for their construction. He died intestate in Salem on December 26, 1804, surviving his wife, whose death occurred on March 3, 1803. [See *Salem Vit. Rec.* (printed), vol. 1, p. 491, vol. 3, p. 571, vol. 5, p. 376; *Lynn Vit. Rec.* (printed), vol. 2, p. 279; *Essex County Probate Records*, Docket 15785.]

151. DANIEL KING, 1704-1790. Oil, by unknown artist. Canvas, 33 in. x 26½ in. Middle-aged man, half length, face three-quarters to left. Gray

wig, white neck band, left hand in waistcoat, dark blue coat, black waistcoat. Black and red staff to left of figure.

Gift of Heirs of Howard Jackson, 1929.

Daniel King was baptized in Salem November 19, 1704, the son of Samuel and Elizabeth Marsh King, who lived for a time at Southold, Long Island. He was a maker of mathematical instruments, which business he carried on in company with his son Benjamin. Dr. Bentley, in his interesting diary, describes him at the time of his death as "a teacher of the mathematics." Daniel King married Elizabeth Coes of Marblehead on May 12, 1729, and his death occurred in Salem on June 27, 1790. [See Perley, *History of Salem*, vol. 1, p. 374; *Salem Vit. Rec.* (printed), vol. 1, p. 492, vol. 5, p. 376; *Marblehead Vit. Rec.* (printed), vol. 2, p. 245; Marsh, *John Marsh of Salem*, p. 25; Bentley, *Diary*, vol. 1, p. 182, vol. 2, p. 414.]

KING, ELIZA AMANDA, see HOFFMAN, ELIZA AMANDA (KING).

152. ELIZABETH W. (GOULD) KING, 1789-1880. Oval miniature in locket, by unknown artist. Measurements, $3\frac{1}{8}$ in. x $2\frac{5}{8}$ in. Brown curling hair parted in center, lace head-dress with pink ribbons and silk flowers. Three-string gold necklace, dark dress, trimmed with lace at neck and shoulders. Red shawl draped over both arms.

Gift of Rev. George D. Latimer, 1906.

Elizabeth W. (Gould) King was baptized at Salem, March 1, 1789, the daughter of James W. and Mary (Watts) Gould, who were both natives of Salem. She was married on July 22, 1810, to Captain Henry King, and died on October 14, 1880, at her home, 398 Essex Street, Salem. Her husband died April 29, 1834. [See *Salem Directories*, 1837-1881; *Essex County Probate Records*, Docket 44492; *Salem Vit. Rec.* (printed), vol. 1, p. 375, vol. 3, p. 435, vol. 5, p. 291; *Salem City Hall Records*, vol. 15, p. 82; Perley, *History of Salem*, vol. 3, p. 23.]

153. HENRY KING, abt. 1784-1834. Oval miniature in locket, by unknown artist. Measurements, $2\frac{1}{8}$ in. x $1\frac{3}{4}$ in. Half length, full face, fair curling hair and short side whiskers. White stock, frilled shirt, dark coat. Dark gray background.

Gift of Rev. George D. Latimer, 1906.

Henry King was probably a native of Long Island, although some authorities accredit Hudson, New York, as his birthplace. He was the son of John and Mary (Franklin) King. He removed to Salem in the early part of the nineteenth century and at once became interested in the shipping industry. From 1807 to 1827 he was part owner in several vessels, together with some of Salem's most prominent merchants. Among these vessels were the brigs *Argus*, *Ann*, *Montgomery*, the schooners *Three Brothers* and *Neptune*, the brigantine *William and Charles* and the ship *Falcon*. He also commanded several of these vessels. Such was his business acumen that at the time of his death he was accounted one of Salem's most prosperous merchants. His inventory showed "an adventure for the ship *Cashmere*" and part interests in the brigs *Quill* and *Lady Sarah*. He married in Salem on July 22, 1810, Elizabeth W. (Gould), daughter of James W. and Mary (Watts) Gould. The family residence was at 389 Essex Street, Salem, where Captain King died on April 29, 1834. Mrs. King's death occurred on October 14, 1880. [See *Essex Inst. Hist. Colls.*, vol. 39, p. 194, vol. 40, p. 186, vol. 41, pp. 153, 159, vol. 42, pp. 89, 103; *Essex County Probate Records*, Docket 15790; *Essex County Reg. of Deeds*, book 214, p. 97, book 233, p. 42; *Salem Vit. Rec.* (printed), vol. 3, p. 511, vol. 5, p. 376; *Salem City Hall Records*, vol. 18, p. 13; *Essex Inst. Bulletin*, vol. 21, p. 181; *Records at Peabody Museum*.]

154. JAMES BAILEY KING, 1808-1865. Pastel, at age of 18 years, by unknown artist. Canvas, 13 in. x $10\frac{3}{4}$ in. Young man, head and shoulders, light brown hair, blue eyes, high white collar, black waistcoat and coat with yellowish buttons.

Gift of Heirs of Miss Annie F. King, 1926.

155. JAMES BAILEY KING, 1808-1865. Oil, by Charles Osgood. Canvas, 30 in. x 25 in. Half length, seated figure. Brown hair, blue eyes, short side whiskers. Black coat and waistcoat, right arm resting on red upholstered chair. Dark brown background. Portrait deposited at the Peabody Museum.

Gift, unknown date.

James Bailey King was born in Salem September 30, 1808, the son of James and Lydia (Moore) King. He married, on September 19, 1837, Abby J., daughter of Timothy Haraden. She died on December 13, 1841, at the age of thirty-two years. Captain King then married, on November 12, 1844, Mary Jane Fabens, whose father, William Fabens, was engaged in the southern coast trade. Her mother was Sarah Brown. Mary (Fabens) King died on June 5, 1871. During the lifetime of Captain King the family home was at 19 Chestnut Street, Salem. James B. King joined the Salem Marine Society on January 31, 1845. Captain King made many voyages as master of Boston-owned vessels, notably the ships *Ariel*, *Anglo-American*, *Jenny Lind*, *Margaret Forbes*, *Bostonian*, *Zephyr* and *Moses Wheeler*. The latter vessel was built at McKay's yard at East Boston and was launched in 1850. Captain King died in Salem on May 25, 1865. [See *Laws of the Salem Marine Society*, pub. 1923, p. 175; *Salem City Hall Records*, vol. 6, p. 215, vol. 7, p. 46, vol. 12, p. 6; *Salem Vit. Rec.* (printed), vol. 3, p. 571, vol. 5, p. 376; *Essex Inst. Hist. Colls.*, vol. 18, pp. 57, 65; *Log books in possession of the Essex Institute.*]

156. JOHN GLEN KING, 1787-1857. Oil, by Charles Osgood, painted on wooden panel. Canvas, 30 in. x 24 in. Seated position, three-quarters to right, eyes front. Dark brown hair and close-cut side whiskers. High white collar, black stock, frilled shirt-front, dark coat. Warm gray background.

Gift of the Misses King, 1888.

John Glen King was born March 19, 1787, in Salem,

the son of James and his first wife, Judith (Norris) King. He was baptized as John King, but his name was changed in 1811 by act of the Legislature to John Glen King, by which he was afterwards known. He was graduated from Harvard College in 1807 and immediately began the study of law with William Prescott and Judge Story. His offices were for forty-six years at 235 Essex Street, Salem. His practice was large and he was a leading member of the Essex Bar and politically prominent. He was the first president of the Salem Common Council, was a Representative to the Massachusetts Legislature and sometime State Senator. He was also president at one time of the Salem and Danvers Aqueduct Company and Commissioner of Insolvency for Essex County. He held membership in the Massachusetts Historical Society, was one of the founders of the Essex Historical Society and later served as Vice-President of the Essex Institute. Mr. King was for a time a resident at Mingo Beach, Beverly, although the family home was long at 258 Essex Street, Salem. He was a great lover of nature and was one of the first to call attention to the natural beauties of the North Shore. On November 10, 1815, Mr. King was united in marriage to Susan Hiller (Gilman), born August 26, 1787, in Gloucester, the daughter of Frederick and Abigail Hiller (Somes) Gilman. Mr. King died in Salem, on July 26, 1857. He was survived by his wife. [See *Salem Register* of July 30, 1857; *Salem Gazette* of Sept. 9, 1884, June 15, 1886; *Salem City Hall Records*, vol. 6, p. 141; *Essex Inst. Hist. Colls.*, vol. 15, p. 294; Gilman, *The Gilman Family*, pp. 99, 145; *Gloucester Vit. Rec.* (printed), vol. 1, pp. 283, 665, vol. 2, p. 230; *Salem Vit. Rec.* (printed), vol. 3, p. 571.]

157. SAMUEL EMERY KING, 1789-1806. Oval miniature in gold locket, by unknown artist. Measurements, $2\frac{3}{4}$ in. x $2\frac{1}{4}$ in. Young man, fair hair brushed back from face. Dark blue coat, metal buttons, black waistcoat and stock, ornament in shirt front. Gray background.

Gift of Heirs of Miss Annie F. King, 1926.

Samuel Emery King was born at Salem April 3, 1789, the son of James King and his first wife, Judith (Norris) King, and died in Salem, August 22, 1806. He was a brother of the Hon. John Glen King. His father was cashier of the Essex Bank and prominent in the Masonic fraternity in Salem. [See *Salem Vit. Rec.* (printed), vol. 1, p. 494, vol. 5, p. 378.]

158. SARAH (NORTHEY) KING, 1743-1803. Group in oil, unknown artist. Canvas, 34 in. x 28 in. Woman's figure, half length, face nearly front. Holding daughter on left arm, hands clasped. Woman's hair dark, worn high on head, curl over right shoulder. Pink dress. Child in gray with blue sash, has red hair and hanging curls.

Gift of Heirs of Howard Jackson, 1929.

Sarah (Northey) King was born about 1743, the daughter of David and Miriam (Bassett) Northey. Her father was a goldsmith in Salem and at the time of his death his inventory showed a mansion house, common rights in the Great Pasture, a house and six acres of land in Ferry Lane and a negro girl named Venus, besides many valuable household articles. Her mother was from Lynn. Sarah Northey became the wife of Benjamin King of Salem, a maker of mathematical instruments, on September 27, 1764. He died on December 26, 1804, and his wife passed away in Salem on March 3, 1803, at the age of sixty years. [See Bentley, *Diary*, vol. 3, p. 14, vol. 4, p. 439; *Salem Vit. Rec.* (printed), vol. 3, p. 571, vol. 5, p. 378; *Lynn Vit. Rec.* (printed), vol. 2, p. 279; *Essex County Probate Records*, Docket 19597; Belknap, *Artists and Craftsmen of Essex County*, p. 109.]

159. JOHN THORNTON KIRKLAND, 1770-1840. Oil, by unknown artist. Canvas, 24 in. x 18 in. Head and shoulders, face three-quarters to left, eyes front. Dark brown hair, brushed towards face, top of head bald. White stock and clergyman's neckband. Dark coat and background.

Gift, before 1918.



SARAH (NORTHEY) KING
No. 158

John Thornton Kirkland was a twin son of Samuel Kirkland, a well-known missionary to the Oneida Indians and his wife, Jerusha, daughter of Joseph Bingham. John T. Kirkland was born in New York State, either at Little Falls or at Herkimer, August 17, 1770. He lived as an infant in Stockbridge, Massachusetts, whither his mother had removed with her children during the Revolutionary War. He was named by the Indians Agonewiska, or Fairface. His early education was obtained at Phillips Academy, Andover, where he also taught for a time and then entered Harvard College, where he became so fired by the patriotism of his fellow students that he enlisted in the army raised for the suppression of Shay's rebellion, but returned to his studies and was graduated with the class of 1789. He then studied for the ministry and was ordained as the minister of the New South Church on Church Green in Boston on February 5, 1794, and after some years of service there he became President of Harvard College, which office he held from 1810 to 1828. Numbered among his intimates were Theophilus Parsons, George Cabot, Thomas Handasyd Perkins and William Prescott. He ranked highly as an author and produced the *Biography of Fisher Ames*, dubbed by some as an American classic. Others of his writings attracted much attention. He married September 1, 1827, Elizabeth, daughter of George Cabot. She died in Boston on May 15, 1852, and he passed away on April 26, 1840. They resided at various periods at 41 Summer Street and at 3 Otis Place in Boston. [See *Boston Directories*, 1840-1852; *New Eng. Hist. and Gen. Reg.*, vol. 10, p. 376; Quincy, *History of the Boston Athenaeum*, p. 64; Drake, *Dictionary of American Biography*, p. 515; Briggs, *Cabot Genealogy*, vol. 1, pp. 60, 277, 278; Peabody, *Harvard Reminiscences*, p. 9; Jasper and Larkin, *Dictionary of American Biography*, vol. 10, p. 431.]

160. ABNER KITTREDGE, 1807-1884. Oil, by T. B. Lawson. Canvas, 27 in. x 22 in. Elderly man, head and shoulders, face nearly front. Gray hair and side whiskers, head tilted to left. Black

stock, dark coat closely buttoned. Dark background.

Gift of Henry A. A. Kittredge, 1913.

Abner Kittredge was born in Oxford County, Maine, on March 28, 1807, the son of Jeduthan and Hannah (Bell) Kittredge. His parents were married in Tewksbury, Massachusetts on July 28, 1796, but soon removed to Maine. On October 4, 1835, Abner Kittredge married in Lowell, Massachusetts, Ann Maria Towne, born in Salem, and the daughter of Joshua and Susan (Blood) Towne, who were natives of Topsfield. Mr. Kittredge died in Lowell on July 3, 1884, and Mrs. Kittredge passed away on March 26, 1899. [See *Tewksbury Vit. Rec.* (printed), p. 148; *Lowell Vit. Rec.* (printed), vol. 1, p. 213; vol. 2, p. 500; *Lowell City Hall Records* (1884), p. 16, (1899), p. 58; Towne, *Descendants of William Towne*, p. 144; *Middlesex County Probate Records*, Dockets 17493, 51320.]

161. ANN MARIA (TOWNE) KITTREDGE, 1817-1899. Oil, by T. B. Lawson. Canvas, 27 in. x 22 in. Elderly woman, head and shoulders. Curling gray hair, lace worn over back of head and hanging over shoulders. Small ruff collar, dark velvet dress. Dark brown background.

Gift of Henry A. A. Kittredge, 1913.

Ann Maria (Towne) Kittredge was born in Salem, on August 21, 1817, the daughter of Joshua and Susan (Blood) Towne, who were both natives of Topsfield. On October 4, 1835, at Lowell, Ann Maria Towne married Abner Kittredge, a native of Maine, and they lived at Lowell for many years, their home being on First Street in that city. Mr. Kittredge died on July 3, 1884, and Mrs. Kittredge passed away at Lowell on March 26, 1899. They are both buried in the Lowell cemetery. [See references for No. 160.]

162. HENRY ABNER KITTREDGE, 1843-1923. Oil portrait, oval, by T. B. Lawson, painted 1855. Canvas, 23 in. x 19 in. Portrait of a young boy. Head and shoulders, face nearly front. Brown

hair, parted on the left. Square collar, dark cravat and coat, metal buttons.

Gift of Henry A. A. Kittredge, 1913.

Henry Abner Kittredge was born at Lowell, on September 22, 1843, the son of Abner and Ann Maria (Towne) Kittredge, and died at Newport, Rhode Island, on April 8, 1923. [See references for No. 160.]

163. JOHN BUTTOLPH KNIGHT, 1803-1846. Oval miniature on ivory, by unknown artist. Measurements, $2\frac{1}{4}$ in. x $3\frac{1}{4}$ in. Young man, half-length figure, face nearly front. Dark hair, brushed towards face, high white collar, dark blue coat.

Gift of the Misses Abbie and Sarah Knight, 1906.

John Buttolph Knight, mariner and merchant, was born in Salem on August 1, 1803, the son of Nathaniel and Sarah (Ward) Knight. His father was a shipmaster and later a wharfinger at Derby wharf. His mother was the daughter of Ebenezer Ward of Salem. Mr. Knight married, on November 10, 1835, Hannah Newhall Oliver, daughter of William W. Oliver, who served for many years as Deputy Collector of the Salem Custom House. Mr. and Mrs. Knight lived successively on Broad and Andrew Streets, in Salem. In 1832 John B. Knight commanded the 98-ton schooner *Spy* of Salem, owned by Stephen C. Phillips. He became a member of the Salem Marine Society on February 20, 1839, and the same year was appointed Deputy Collector at the Custom House, which office he held for four years. His many mercantile concerns were carried on at Derby wharf. Mrs. Knight died on January 27, 1846, and Mr. Knight passed away on June 7 of the same year, worth a substantial fortune. [See *Salem Vit. Rec.* (printed), vol. 1, p. 499, vol. 3, p. 577, vol. 5, pp. 381, 382; *Essex Inst. Hist. Colls.*, vol. 4, p. 12, vol. 5, pp. 209, 212, vol. 41, p. 371, vol. 67, p. 276; Osgood and Batchelder, *Sketch of Salem*, p. 207; *Salem Directories*, 1837-1846; Gardner, *Thomas Gardner and Some of His Descendants*, p. 259; *Laws of the Salem Marine Society*, pub. 1923, p. 174; *Essex County Probate Records*, Docket 44659.]

164. JONATHAN LAMBERT, 1772-1813. Oval miniature on ivory, by unknown artist. Measurements, $2\frac{1}{2}$ in. x $2\frac{1}{8}$ in. Half length, face nearly front. Gray wig, white stock, blue scarf, white double-breasted waistcoat, blue coat. Pale gray background.

Gift of Salem Marine Society, 1894.

Jonathan Lambert, mariner, was born in Salem February 11, 1772, the son of Jonathan and Mary (Lee) Lambert, who was daughter of Richard and Susanna (Hubbard) Lee of Manchester, Massachusetts. His father was a sea captain and a member of the East India Marine Society. Jonathan Lambert married Mary Smith, who died in 1814. He passed away on October 19, 1813. He was master of the schooner *Ruth* in 1795, owned by his father. He was of a bold and adventurous nature and Dr. Bentley tells us "he seized upon an island in the Great Ocean and collected a few companions to inhabit it. . . . He perished when fishing in his boat with some of his companions." The story of his seizure of the Island of Tristan d'Acunha has been published many times. [See *Salem Vit. Rec.* (printed), vol. 5, p. 385; Bentley, *Diary*, vol. 4, p. 282; *Essex Inst. Hist. Colls.*, vol. 71, p. 1; Belknap, *The Lambert Family of Salem*, pp. 32, 41; *History of the Salem East India Marine Society*, p. 54.]

165. SAMUEL LAMBERT, 1769-1832. Oval miniature on ivory, by unknown artist. Measurements, $1\frac{3}{4}$ in. x $1\frac{3}{8}$ in. Half length, face nearly front, dark hair and short side whiskers. White stock, frilled shirt, dark blue coat, metal buttons. Warm gray background.

Gift of Salem Marine Society, 1894.

Samuel Lambert was born in Salem, May 29, 1769, the son of Jonathan and Mary (Lee) Lambert. He married, on August 30, 1792, a relative, Priscilla Lambert, born July 13, 1770, the daughter of Joseph and Mary (Foot) Lambert. Mrs. Priscilla Lambert died on December 10, 1852. Samuel Lambert was a member of the East India Marine Society in 1800. He was an able

teacher of mathematics as well as a capable mariner. In 1812 he published a chart of Massachusetts Bay which was very generally used. He sailed on several voyages in the ship *Adventure*, Captain James Barr, jr., master. He was also under Captain John Williams, jr., in the brigantine *Reward* in 1804 and 1805. Samuel Lambert died January 24, 1832, in Salem. [See Belknap, *The Lambert Family of Salem*, pp. 38-41; Felt, *Annals of Salem*, vol. 2, p. 337; Bentley, *Diary*, vol. 3, p. 110; *Salem Vit. Rec.* (printed), vol. 5, p. 386; *History of the Salem East India Marine Society*, p. 55; *Salem City Hall Records*, vol. 6, p. 99.]

166. DANIEL LANG, 1784-1826. Wax bas-relief, by John Christian Rauschner, in 1810, framed with family group. Profile, facing left. Dark hair, brushed towards forehead, short side whiskers, high white collar, dark coat.

Gift of Heirs of Harriet P. Gladding, 1907.

Daniel Lang is thought to be the son of Nathaniel Lang and Priscilla (Symonds) Lang. Further identification is impossible. [See *Fabens Mss.* in possession of the Essex Institute.]

167. DOLLY (WOOD) LANG, 1784-1867. Wax bas-relief by John Christian Rauschner, in 1810, framed with family group. Profile, facing right, dark hair, curl in front of ear, hoop earrings, high-necked, white dress with lace yoke and ruff, short puffed sleeve.

Gift of Heirs of Harriet P. Gladding, 1907.

Dolly (Wood) Lang was the wife of Nathaniel Lang, whom she married on June 29, 1806. The family lived for sometime at Providence, Rhode Island, where Mr. Lang died in 1851. His wife passed away in 1867. [See references as for No. 170.]

168. HANNAH LANG, 1782-1845. Wax bas-relief, by John Christian Rauschner, in 1810, framed with family group. Profile, facing left, dark hair

worn high, hoop earrings. High-necked, white dress with ruff, short puffed sleeve.

Gift of Heirs of Harriet P. Gladding, 1907.

Hannah Lang was the daughter of Nathaniel and Priscilla (Symonds) Lang and died at Providence, Rhode Island, September 18, 1845. [See references as for No. 169.]

169. NATHANIEL LANG, 1757-1824. Wax bas-relief, by John Christian Rauschner, in 1810, framed with family group. Profile, facing left. Dark hair brushed over forehead, short side whiskers, white stock, light brown waistcoat with collar. Dark coat.

Gift of Heirs of Harriet P. Gladding, 1907.

Nathaniel Lang was baptized on March 13, 1757, the son of Richard and Catherine (Cox) Lang. He was a goldsmith and carried on his business in Salem for many years. He married on October 11, 1778, Priscilla Symonds, who was baptized June 3, 1759, the daughter of John and Elizabeth (Cavis) Symonds. Priscilla (Symonds) Lang died on September 29, 1807, and Nathaniel Lang married on October 27, 1808, Mrs. Lucy Brown. The Lang homestead was in North Salem and Mr. Lang also owned other real estate in the same locality. He died December 26, 1824. [See *Salem Vit. Rec.* (printed), vol. 3, p. 587, vol. 5, p. 390; *Essex County Probate Records*, Docket 1630.]

170. NATHANIEL LANG, 1780-1851. Wax bas-relief, by John Christian Rauschner, in 1810, framed with family group. Profile, facing left. Dark hair, short side whiskers, white stock and collar, medium brown coat.

Gift of Heirs of Harriet P. Gladding, 1907.

Nathaniel Lang was born in Salem in 1780, the son of Nathaniel and Priscilla (Symonds) Lang. He married on June 29, 1806, Dolly Wood, and died on November 28, 1851, at Providence, Rhode Island. He was a

saddler by trade. His wife passed away in 1867. [See *Salem City Hall Records*, vol. 6, p. 89, also references for No. 169.]

LARCOM, CHARLOTTE IVES, see WELCH, CHARLOTTE IVES (LARCOM).

171. GRACE LAWRENCE, 1859—. Oil portrait by Samuel P. Howes, painted about 1869. Canvas, 30 in. x 25 in. Portrait of young girl, seated, nearly full face. She holds book in right hand. Landscape background. To left of figure is a homestead, and a one-horse chaise is seen beyond a clump of trees. Several small figures near house.

Gift of Miss Grace Lawrence, 1923.

Grace Lawrence was born in 1859, the daughter of Captain David and Sarah (Prescott) Lawrence. She has lived the most of her life in Massachusetts and in 1925 was a resident of Forge Village near Lowell. Her father was Superintendent of the Lowell Fair Grounds from 1861 to 1870. [See *Lowell Courier* 1933; *letter from Miss Grace Lawrence*, on file at Essex Institute, dated February 24. 1925.]

172. HENRY LEAVITT, 1803-1830. Oil, by unknown artist. Canvas, $22\frac{1}{8}$ in. x $26\frac{1}{4}$ in. Portrait of a young man, head and shoulders, black coat, white stock.

Gift, unknown date.

Henry Leavitt, pioneer in the Madagascar and African trade, was born in Salem, August 31, 1803. His father, Joshua Leavitt, was a native of Hingham. His mother was Eunice Richardson. In November, 1824, Henry Leavitt joined the East India Marine Society and in 1826 he sailed on the *Spy* as supercargo and agent for the Rogers's, under Captain Andrew Ward. During 1828 and 1829 he commanded the brig *Virginia* on a long voyage from Salem to Madagascar and East Africa. This trip was full of adventure as evidenced by his journal, kept, as he states, "for the use of the East India Marine

Society." The next year, while waiting for the arrival of the ship *Black Warrior*, of which vessel he was to take charge to Madagascar, Zanzibar and the Red Sea, Captain Leavitt was overtaken by ill health which induced him to take a short sea voyage from New York to Manzanilla. During this trip, however, a hurricane wrecked the vessel on which he was a passenger and Captain Leavitt was among those who perished when the ship foundered in September, 1830. [See Vinton, *The Richardson Memorial*, p. 580; *Salem Vit. Rec.* (printed), vol. 1, p. 516, vol. 5, p. 397; *History of the East India Marine Society*, p. 60; Putnam, *Salem Vessels and Their Voyages*, vol. 4, pp. 30, 32; *Log of the brig Virginia*, in possession of the Essex Institute.]

173. WILLIAM RAYMOND LEE, 1745-1824. Oval miniature by Hancock, 1805. Measurements, 2½ in. x 2 in. Elderly man in gray wig, white stock and frilled shirt. Pale yellow waistcoat, dark coat with metal buttons. Buff background.

Purchase, 1905.

William Raymond Lee, soldier and patriot, was born in Manchester, Massachusetts, July 30, 1745, the son of Colonel John and Joanna (Raymond) Lee. His parents were married at Beverly on June 16, 1737, but resided for many years in Manchester. William R. Lee removed in early life to Marblehead, where he spent the years before the Revolution as a merchant. His military career also began in this town which he left to serve as senior captain in the 14th Provincial, later the 21st Continental regiment. On January 1, 1777, Lee was made Colonel "for his gallant conduct at the crossing of the Delaware and at the battle of Trenton." At the time of the latter event he was Brigade Major under General John Glover. He also had a command under Lafayette at Newport, Rhode Island, and after the capture of Burgoyne was in charge of the garrison at Cambridge. Colonel Lee served through the Revolution with bravery and distinction. At the close of the war he returned to Marblehead and, fitting out twelve vessels, established himself in the fish-

eries business. He took into partnership his three sons and from this beginning there grew a prosperous mercantile venture. During his residence at Marblehead he served as selectman for six years and was Representative to the General Court. Retiring to private life for a short time he was again called upon to serve his country, this time in a peaceful capacity. Under President Thomas Jefferson's appointment he entered the Customs service as Collector at the Salem Custom House. He held this office from 1802 until his death on October 26, 1824. Colonel Lee married at Marblehead, on April 3, 1770, Mary Lemon, daughter of Dr. Joseph and Hannah (Swett) Lemon. Mrs. Lee survived her husband but a short time, her death occurring on July 6, 1825. The Lee home was the beautiful mansion formerly occupied by his parents, opposite the training green in Marblehead. [See *Essex Inst. Hist. Colls.*, vol. 10, pt. 1, p. 67, vol. 53, pp. 155, 164, 258; Osgood and Batchelder, *Sketch of Salem*, p. 207; *Salem Vit. Rec.* (printed), vol. 5, p. 399; *Manchester Vit. Rec.* (printed), p. 84; *Roxbury Vit. Rec.* (printed), vol. 2, p. 573.]

174. AUGUSTINE LE FORRESTIER, 1788-abt. 1845. Oil, by unknown artist, painted on panel. Measurements, 22 in. x 20 $\frac{1}{4}$ in. Head and shoulders, three-quarters face. Brown hair, brushed towards forehead, short side whiskers. High white collar, white stock, and ruffled shirt, dark coat. Dark brown background.

Gift of Miss E. G. Derby, 1878.

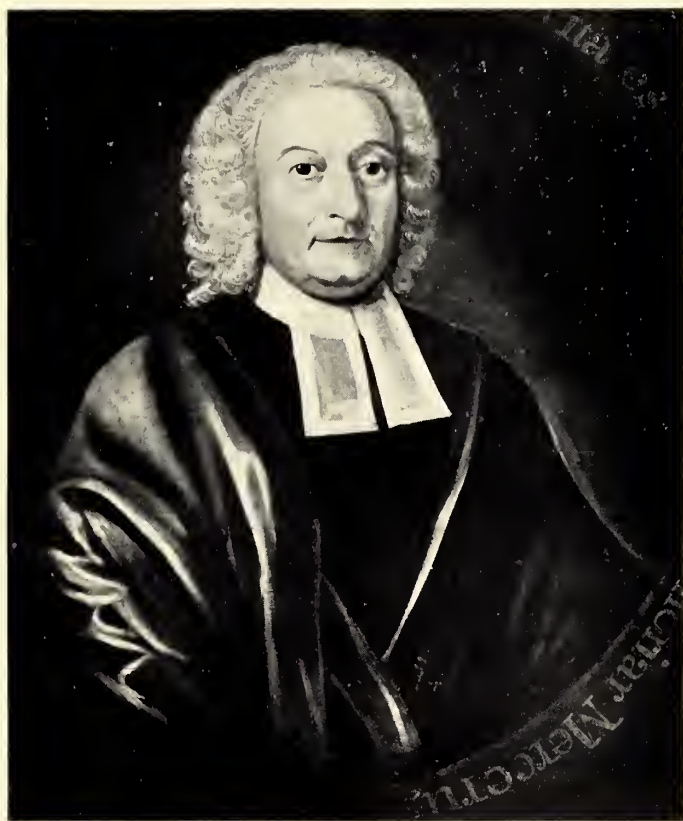
Augustine Le Forrestier was born in 1788 in the Isle of France. His father was Francis Le Forrestier, a merchant. Augustine was sent to this country to be educated and entered Phillips Academy at Andover, Massachusetts, at the age of eleven years, and was a classmate of Benjamin Goodhue of Salem. He was graduated from this school in 1803. Elias Hasket Derby, the eminent Salem merchant, interested himself in this promising young man and was appointed his guardian when Le Forrestier was nearly eighteen years of age. John and

E. Hersey Derby were also his sponsors and under them he learned some of the principles of business which were to stand him in good stead in later years. He was for the greater part of his life with the house of Paine, Stricker and Co., merchants, at Batavia. He also travelled extensively in India as agent for other firms. His death occurred about 1845. [See *Essex County Probate Records*, Docket 9773; *Biographical Catalogue of Students at Phillips-Andover Academy*, pub. 1903, p. 45; *Salem Gazette*, Apr. 3, 1829.]

175. ANDREW LE MERCIER, 1692-1763. Oil, by John Greenwood, lettered "In Christo vita est moriar Mercerus-in-illo." Canvas, 29 in. x 25 in. Half length, face nearly front, curling gray wig, white stock and clergyman's bands. Drab robe over black coat. Warm neutral background.

Gift, before 1918.

Andrew Le Mercier, eminent divine and philanthropist, was born in 1692 in Caen, France, and was educated at the University of Geneva. It is probable that he lived for a time in Nova Scotia which would account for his great concern for the fishermen of that province whose cause he warmly espoused. His especial interest was centered upon the Isle of Sables and here he established relief for the fishermen whose calling sometimes cast them upon its rocky shores. Le Mercier came to Boston in 1715 to take charge of the French Protestant Church in that city, succeeding the Rev. Peter Daillé. Here he worked for many years, ministering especially to the comfort of the needy and labored faithfully for a small pittance during his long pastorate. He published a *History of the Geneva Church* and a *Treatise against Detraction*, as well as some other pamphlets. His wife was Margaret, whose maiden name has not been learned, and five at least of his children were born in Boston. The family lived on Winter Street during most of his Boston residence, although a short time before his death he removed to Dorchester. He passed away on April 1, 1764. [See Drake, *Dictionary of American Biography*, p. 542; Appleton, *Cyclopedia of American Biography*, vol. 3, p.



ANDREW Le MERCIER

No. 175

685; Drake, *History of Boston*, pub. 1857, vol. 2, p. 488; *Essex Inst. Hist. Colls.*, vol. 65, p. 537.]

176. JOHN LEVERETT, 1616-1679. Oil, by unknown artist (said to be by Sir Peter Lely). Canvas, 43½ in. x 35 in. Standing position, three-quarters length, face nearly front. Dark hair, moustache and imperial. Brown uniform, large buckled belt, ornamented sword, white collar and cuffs. Right hand gloved, left hand against hip, holds glove. Ring on small finger of left hand. Coat of arms in right upper background.

Gift of John Treadwell, before 1822.

John Leverett was baptized at St. Botolph's church, Boston, England, on July 7, 1616, the son of Thomas and Anne (Fisher) Leverett, with whom he emigrated to America in 1633. Leverett was prominent in the Colony and devoted himself at first to mercantile pursuits. He had, however, a taste for military activities and at one time commanded the Ancient and Honorable Artillery Company in Boston. He made a visit to England and was an agent of the Colony in 1655. Upon his return he was variously delegate to the General Court, Speaker of the House, member of the Governor's Council, and Deputy Governor during King Philip's War, the termination of which he hastened by his unerring judgment in military matters. Charles II of England created him a Baronet in 1676, but the title was never used by him. Before 1640 John Leverett married Hannah Hudson by whom he had four children. She died in 1646 and the next year Sarah Sedgwick became his wife. Fourteen children were the result of this union. He was elected Governor of the Massachusetts Bay Colony in 1673 and died in office March 16, 1679. [See Drake, *Dictionary of American Biography*, p. 544; Malone, *Dictionary of American Biography*, vol. 11, p. 196.]

177. GEORGE BAILEY LORING, 1817-1891. Oval miniature, by unknown artist, in gilt frame. Measurements, 4½ in. x 3½ in. Half length, face nearly

front, light brown hair, short side and chin whiskers with shaven upper and lower lips. Black coat and stock, white collar. Light brown background.

Gift of Heirs of Lawrence Dwight, 1920.

George Bailey Loring was born at North Andover, Massachusetts, on November 8, 1817, the son of Rev. Bailey and Sally Pickman (Osgood) Loring. His early education was gained at Franklin Academy and he was graduated from Harvard College with the class of 1838. He then taught for a year in Boston and Andover and later studied medicine with Dr. James Kittredge of North Andover and Dr. Oliver Wendell Holmes. Harvard Medical School gave him his M. D. in 1842. In 1843 he held the position of surgeon at the Marine Hospital in Chelsea and continued there for seven years. The years 1853 to 1858 found him serving Salem as its postmaster. Then came political advancement to the presidency of the Massachusetts Senate. Congressman from 1877 to 1881, he was also Commissioner of Agriculture and in 1889 he was appointed by the President as minister to Portugal. The latter appointment was soon followed by his resignation and the remainder of his life was spent in activities nearer home. He was a member of the Essex Institute, the Naumkeag Fire Club, the Masonic fraternity, and other organizations. His sympathies were wide and he was ever ready to answer the call of the needy. He was an author of ability and published several articles and pamphlets, among which were *Review of the Scarlet Letter*, *The New Era of the Republic* and *The Power of an Educated Commonwealth*. He married November 6, 1851, Mary Tappan, daughter of Dr. Thomas and Sophia Pickman. She died on December 1, 1878, and on June 10, 1880, he was married to Mrs. Anna T., widow of Charles H. Hildreth, and daughter of Isaac T. Smith. The family residence was in the beautiful mansion at 328 Essex Street. After the sale of this property to George R. Emmerton, Dr. Loring removed to Loring Avenue, where he made his summer residence, passing his winters in Washington. Dr. Loring

died on September 14, 1891. [See Osgood, *Descendants of John, Christopher and William Osgood*, p. 169; *And-over Vit. Rec.* (printed), vol. 1, p. 247; *Salem Evening News*, Sept. 14, 1891; *Salem City Hall Rec.*, vol. 9, p. 53, vol. 13, p. 208, vol. 15, p. 59, vol. 18, p. 55.]

178. AUGUSTINE LOVETT, 1812-1860. Oil portrait, oval, by unknown artist. Canvas, 29 in. x 21 in. Seated position, three-quarters head. Black stock. Left hand holds watch chain.

Gift of Thomas D. Lovett, 1885.

Augustine Lovett was born in Beverly, April 22, 1812, the son of Josiah and Lydia (Ober) Lovett. He was a mariner and in 1848 was master of the 259-ton bark, *La Grange*. He married, on October 3, 1843, Lucy Davis Lovett, daughter of Pyam and Lucy Lovett. Augustine Lovett died in Beverly on October 10, 1860, and at that time he owned a dwelling house and land on Davis Street in Beverly. Mrs. Lucy D. Lovett passed away on December 13, 1872. [See *Essex County Probate Records*, Dockets 45659, 45678; *Beverly Vit. Rec.* (printed), vol. 1, p. 210, vol. 2, pp. 196, 198; *Essex Inst. Hist. Colls.*, vol. 40, p. 327.]

179. JOHN OBER LOVETT, 1807-1885. Oval miniature, set in gold locket, unknown artist. Measurements, $2\frac{1}{4}$ in. x $1\frac{7}{8}$ in. Half length, full face, dark hair, black stock. Frilled shirt front, watch chain across shirt, dark coat. Bluish background.

Purchase, 1925.

John Ober Lovett was born in Beverly on May 1, 1807, the son of Josiah and Lydia (Ober) Lovett. On December 20, 1833, he married Frances E. Batchelder, who was born in Beverly, March 15, 1814, the daughter of Jonathan and Sally (Leach) Batchelder. From 1833 to 1873, John O. Lovett was cashier of the Hingham Bank. Mr. and Mrs. Lovett were the parents of nine children, all born in Hingham. The family residence was on North Street and later on Main Street, in a section of Hingham known as "Pear Tree Hill." Mr. Lovett died on August

19, 1885, in Hingham. [See *Beverly Vit. Rec.* (printed), vol. 1, pp. 37, 213, vol. 2, p. 198; *History of Hingham*, vol. 2, p. 274, vol. 3, p. 43.]

180. BENJAMIN LYNDE, 1666-1745. Oil, by John Smibert, oval canvas, 30 in. x 25 in. Half length, face nearly front. Long gray curling wig extending over shoulders. Blue-gray velvet coat with metal buttons, long white cravat. Gray background.

Purchase, 1925.

Benjamin Lynde was born in Boston, September 23, 1666, the son of Simon and Hannah (Newgate) Lynde. His father, a London merchant, came to America in 1650 and two years later married in Boston, Hannah, daughter of John Newgate. Benjamin Lynde was graduated from Harvard College with the class of 1686, fitting under the tutelage of Ezekiel Cheever. Close upon his graduation he made a visit to England, where he remained for about five years during which period he became a barrister-at-law. Upon his return to America he entered upon legal practice in Salem and for thirty-five years held successively the offices of Associate and of Chief Justice of the Superior Court of Judicature. In 1713 he was elected a member of His Majesty's Council upon which he served until his resignation in 1737. On April 27, 1699, his alliance with Mary, daughter of William Browne and his first wife, Hannah (Corwin) Browne, connected him with one of Salem's most distinguished families. Their son, Benjamin Lynde, jr., followed in his father's footsteps and became a famous jurist. Mrs. Mary (Browne) Lynde died in Salem on July 12, 1753, surviving her husband who passed away on January 28, 1745. The *Boston Evening Post* says of him, "He was a sincere and generous Friend, the most affectionate towards his Relations and the Delight of all that were honored with his Friendship and Acquaintance." [See *Boston Record Commissioners' Report*, pub. 1883, pp. 38, 100; *Salem Vit. Rec.* (printed), vol. 3, p. 624, vol. 5, p. 412; *Essex Inst. Hist. Colls.*, vol. 3, p. 149; *Boston Evening Post*, Feb. 4, 1745.]



MARY (BROWNE) LYNDE

No. 181

181. MARY (BROWNE) LYNDE, 1679-1753. Oil, by unknown artist, possibly by Kneller. Canvas, 25 in. x 24 in. Dark brown hair, long curl over left shoulder, pearl beads and earrings. Low-cut, V-shaped neck of gray-blue dress, white satin ruffle around neck, oblong brooch. Dull red shawl, gray background.

Bequest of George Rea Curwen, 1900.

Mary (Browne) Lynde was born in Salem on August 27, 1679, the daughter of William Browne and his first wife, Hannah (Corwin) Browne. William Browne was prominent in Salem's professional and political life and his wife was a daughter of Captain George Corwin of Salem. Mary (Browne) Lynde was married on April 27, 1699, in Salem, to Judge Benjamin Lynde, then of Boston. The Salem residence of Judge and Mrs. Lynde was on the corner of Essex and Liberty Streets on land early owned by William Hathorne. The house was built by William Browne for his daughter the year after her marriage. This dwelling stood until 1835, when it was removed. Mrs. Mary (Browne) Lynde died in Salem on July 12, 1753, surviving her husband who passed away on January 28, 1745. [See *Salem Vit. Rec.* (printed), vol. 1, p. 130, vol. 3, p. 155; Perley, *History of Salem*, vol. 1, p. 366; *Diaries of Benjamin Lynde and Benjamin Lynde, Jr.*, pp. x, xi, 177.]

182. ELISHA MACK, 1783-1852. Oil, by Charles Osgood. Oval canvas, 30 in. x 25 in. Seated figure, half length. Elderly man, partly bald with gray hair at sides of head. Black stock and coat. Dark background.

Gift of Heirs of Esther C. and William Mack, 1895.

Elisha Mack was born in Middlefield, Massachusetts, May 25, 1783, the son of David and Mary (Talcot) Mack. After receiving his degree of A. B. from Williams College in 1804, he began the study of law in Lansingburg, N. Y., which he completed in the office of Judge Putnam at Salem. He was admitted a member of Essex Lodge of Free Masons in Salem on November 1, 1808. His liter-

ary tastes gained for him the position of associate editor of the *Boston Daily Advertiser*, but his increasing law practice and the lure of politics soon led him to more active fields of endeavor. Many years were spent as Judge of the Salem Police Court; he was a member of the Legislature and at the time of his death the coalition candidate from Salem for the office of State Senator. He married, in May, 1813, Mrs. Catherine Sewall Pynchon (Orne) Cushing, widow of Thomas Cushing of Newton and daughter of Timothy Orne. She died on December 24, 1818, at the age of thirty-eight years, and on November 28, 1820, he married Harriet Clarke, born in Boston, daughter of Rev. John and Esther (Orne) Clarke. Mrs. Harriet (Clarke) Mack passed away on November 21, 1848, aged fifty-six years. Judge Mack died at his residence No. 21 Chestnut Street, Salem, on December 9, 1852, a patriotic and beloved citizen. Judge Mack and his first wife Catherine were the parents of two children. They were Dr. William Mack, born and died in Salem, a prominent physician and a man of rare benevolence, and Mary Catherine Mack, who became the wife of Dr. Henry Wheatland. There were also two children born of Judge Mack's second marriage. [See *Salem Gazette*, Dec. 10, 1852; *Essex Inst. Hist. Colls.*, vol. 3, p. 184; *Salem Vit. Rec.* (printed), vol. 2, p. 124, vol. 4, p. 45, vol. 6, p. 44; *Newton Vit. Rec.* (printed), p. 267; *Essex County Freeman*, Dec. 11, 1852; *Broadside*, in possession of Essex Institute.]

183. HARRIET (CLARKE) MACK, 1792-1848. Oil, by Charles Osgood. Oval canvas, 30 in. x 25 in. Half length figure, full face. Dark hair parted in center, curls at side of face. Cap tied under chin at right side. Muslin scarf at neck. Pearl brooch, black silk dress. Dark gray background.
Gift of Heirs of Esther C. and William Mack, 1895.
184. HARRIET (CLARKE) MACK, 1792-1848. Oil, by Charles Osgood. Oval canvas, 25 in. x 21 in. Head and shoulders, brown hair parted in cen-

ter, white lace cap, tied under chin, dark dress, cut pointed at neck, with lace ruffle. Dark neutral background.

Gift of Miss Florence Clarke, 1923.

Harriet (Clarke) Mack was born in Boston on March 12, 1792, the daughter of Rev. John and Esther (Orne) Clarke. She married on November 28, 1820, as his second wife, Judge Elisha Mack of Salem. Judge and Mrs. Mack resided at 21 Chestnut Street, Salem, where he died on December 9, 1852, Mrs. Mack having passed away on November 21, 1848. Mrs. Harriet (Clarke) Mack was the mother of two children. The eldest, Esther Clarke Mack, was born in 1821 in Salem and is notably held in remembrance for her generous benefactions to various charitable and literary institutions in her native city and elsewhere. The other was Harriet Orne Mack, who was born in 1827 and died at the age of two years. [See *Essex Inst. Hist. Colls.*, vol. 70, pp. 279, 280; *Salem Vit. Rec.*, vol. 2, p. 39, vol. 4, p. 45, vol. 6, p. 44; *Salem Directories*, 1846-1850; Martin, *Mack Genealogy*, vol. 1, pp. 475-478.]

185. HUGH McLEAN, abt. 1770-1811. Oil, by unknown artist, painted at Palermo, Italy, about 1809. Canvas, 30 in. x 25 in. Deposited at Peabody Museum. Seated figure, almost full face. Dark brown hair brushed down over forehead. High white collar, stock tied in small bow, frilled shirt. Gold spread-eagle shirt-pin. Blue high-collared coat, brass buttons, white waistcoat opened in front. Holds a pair of dividers in right hand. Dark brown background with chart in lower left corner.

Gift of Mrs. Abby J. Tufts, 1915.

Hugh McLean was a mariner who sailed with Capt. John Felt for several voyages. He resided in Salem. He married Judith Dolliver, widow of John T. Dolliver, September 2, 1810, and died August 2, 1811. He was the stepfather of Mrs. Abbie J. Tufts, widow of William H.

Tufts, for several years a Salem resident. [See *Salem Vit. Rec.* (printed), vol. 3, p. 48; *information received from Mrs. Abbie J. Tufts, Salem; Salem Directory, 1916.*]

186. WILLIAM McMULLAN, 1826-1862. Oil, by Charles Osgood. Canvas, 30 in. x 25 in. Half length, almost full face, eyes front, seated figure, red chair. Middle-aged man, reddish brown hair and side whiskers, high collar and black stock, cream colored waistcoat, black coat. Mottled dark gray background.

Gift of Mrs. William P. McMullan, 1918.

William McMullan was born in Salem March 31, 1826, the son of John and Catherine (McCambridge) McMullan. His father was a mariner and made many foreign voyages. In early youth William McMullan was a clerk in the post-office in Salem and had planned to enter the U. S. Military Academy, but after a voyage to sea he was taken under the patronage of one of Salem's most distinguished merchants and spent some years in the East Indies. His knowledge of foreign affairs led to his appointment to the United States Consulate to Zanzibar, a difficult post, but one which he filled satisfactorily. Upon his return to Salem he entered mercantile pursuits and amassed a considerable fortune. He was public spirited and ever ready to contribute to anything which he judged for the good of his native city. He contributed generously towards the restoration of the Franklin building which had been destroyed by fire in 1860. He was made a member of the Salem Marine Society on June 20, 1855, and of the Salem East India Marine Society in September, 1859. His wife was Harriet, born June 5, 1833, daughter of Thomas and Mary (Dustin) Perkins. She survived him, her death occurring on May 8, 1901; he had passed away on February 9, 1862. His inventory shows an interest in the barks *Persia*, *Glide* and *Storm King* and in the brig *M. Shepard*. The family residence was at 6 North Street, Salem. [See *Essex County Probate Dockets*, 46730, 83373; *Salem Observer*, Feb. 15, 1862;



HARRIET MARTINEAU

No. 188

Salem Vit. Rec. (printed), vol. 2, p. 44; *Laws of the Salem Marine Society*, pub. 1923, pp. 154, 177; *History of the Salem East India Marine Society*, p. 64; *Salem City Hall Records*, book 6, p. 184.]

187. ROBERT MANNING, abt. 1815—. Miniature in case, unknown artist. Measurements, $2\frac{1}{2}$ in. x $2\frac{1}{4}$ in. Face two-thirds to right, high collar, white stock, dark hair brushed in bang over forehead. Short side whiskers curled towards front of face.

Loaned by John Atkinson, 1919.

Robert Manning was probably of Salem or at least of near-by residence and birth. It has been impossible to definitely identify him. Inside the case containing the miniature is this notation: "Robert Manning, intimate friend of Daniel Lancaster. For twenty years they roomed together at the Essex House, Salem, occupying the room over the front door." [Withdrawn and deposited with the Atkinson collection at the New England Historic-Genealogical Society.]

MARION, ELIZABETH, see STORY, ELIZABETH (MARION).

188. HARRIET MARTINEAU, 1802-1876. Oil portrait, by Osgood, painted while on a visit to Stephen C. Phillips in Salem, 1836. Canvas, 36 in. x 29 in. Three-quarters length seated figure in red chair. Face nearly front, book in right hand, arms resting on arms of chair. Dark brown hair parted in center and coiled high on head. Low-cut green silk dress with fichu at neck. Curtain and sky in background.

Gift of The Misses Phillips, 1918.

Harriet Martineau, social economist and author, was born at Norwich, England, on June 12, 1802. She was the third daughter of Thomas and Elizabeth Martineau. Her father was a manufacturer and was of French Huguenot descent. While very young Miss Martineau began her literary career, making it a means of self support and

soon established a high reputation as an advanced thinker. She was a novelist as well as a writer on political and miscellaneous subjects. Her first publication was in 1823 when her *Devotional Exercises for the Use of Young People* came from the press. In 1834, although handicapped by delicate health and an ever-increasing deafness, she spent some time in America. Here she travelled extensively and made a long visit to Catherine M. Sedgwick, the novelist, at Lenox. An intimacy began between these two talented women which, however, was rudely interrupted when Miss Martineau contributed to the *Westminster Review* a stinging criticism of Miss Sedgwick's novels. The latter, hurt and disappointed, forebore a published reply, but in her journal and among her friends expressed her changed feelings and voiced her opinion of the egotism which colored all Miss Martineau's writings. Upon her return to England, after but two years of observation in America, Miss Martineau produced *Society in America*, *The Martyr Age of the United States* and *Retrospect of Western Travel*, besides other articles along the same lines which she wrote for the *Westminster Review*. All these caused much comment on both sides of the Atlantic. Her *Autobiography*, the greater part of which she wrote in 1855, was published posthumously in the fall of 1876 and led to a clearer understanding of a life which had been severely misconstrued by many of her critics. After a lingering illness Miss Martineau died at Ambleside, England, on June 27, 1876, and was buried with her kindred in the old cemetery at Birmingham. [See Lippincott, *Pronouncing Biographical Dictionary*, p. 1669; Drake, *Dictionary of American Biography*, p. 602; Chapman, *Harriet Martineau's Autobiography*, vol. 2, pp. 561, 562, 565, 573, 574; *New England Quarterly*, September, 1934, p. 533.]

189. DAVID MASON, 1726-1794. Oil, by unknown artist.
Canvas, 30 in. x 25 in. Half-length figure, face
nearly front. Dark brown wig, white stock,

black band, round neck. Officer in uniform, coat faced with red, gold braid epaulets. Hat under left arm, dark brown background.

Loaned by Mrs. David M. Little, 1923.

David Mason, patriot and soldier, was born in Boston, March 19, 1726, the son of David and Susanna (Stevens) Mason. He was apprenticed when very young to Mr. Gore in Boston to learn the art of painting and gilding and afterwards studied portrait painting with John Greenwood, intending to make this his profession. He became interested shortly in the first principles of electricity which was then a new theory and had just been brought forward in this country by Dr. Franklin, who was a particular friend of the elder Mason. Mr. Mason lectured on this subject in Boston, Portsmouth, Salem and upon Cape Ann, gaining large audiences. He is said to have erected the first lightning rods in America. When the French war broke out in 1756 he joined the Provincial army as a Lieutenant, but attaching himself to the British Artillery was rated in this as a Captain. He commanded a battery of cannon at Fort William Henry until he was captured by the Indians, from whom he finally escaped after many hairbreadth adventures. At the time of the great fire in Boston he had charge of the powder house on Fort Hill and narrowly escaped death when it exploded as the fire reached it. In 1763 he organized a company of artillery in Boston and was given his commission as Captain by Governor Barnard. At about this time he removed to Gloucester and eventually to Salem, where he joined loyally in the cause of the Colonies and was a gallant figure at the North Bridge encounter. He was a distinguished officer of the Revolution and engaged in many of its battles. On June 9, 1748, he married Sarah Goldthwait of Boston, who lived but one year. On September 5, 1751, Hannah Symmes became his wife. She was born in Boston June 15, 1733, the daughter of Andrew and Hannah Symmes of Boston. David Mason ended his patriotic and distinguished career on Septem-

ber 19, 1794. He was survived by his wife, Hannah (Symmes) Mason, who passed away December 3, 1803. [See *Essex Inst. Hist. Colls.*, vol. 48, p. 197; Vinton, *Symmes Genealogy*, pp. 69, 70; *Twenty-fourth Report of the Boston Record Commissioners*, p. 177; *Twenty-eighth Report of the Boston Record Commissioners*, p. 254.]

MASON, MARY LOUISE GARDINER CARLILE, see
CARLILE, MARY LOUISE GARDINER.

190. THOMAS MASON (no dates). Pastel, by unknown artist. Canvas, 20½ in. x 16½ in. Portrait of young man, head and shoulders. Head three-quarters to left, eyes front. White collar and stock, light blue coat and braided waistcoat.

Gift of Mary Jane Scobie, 1890.

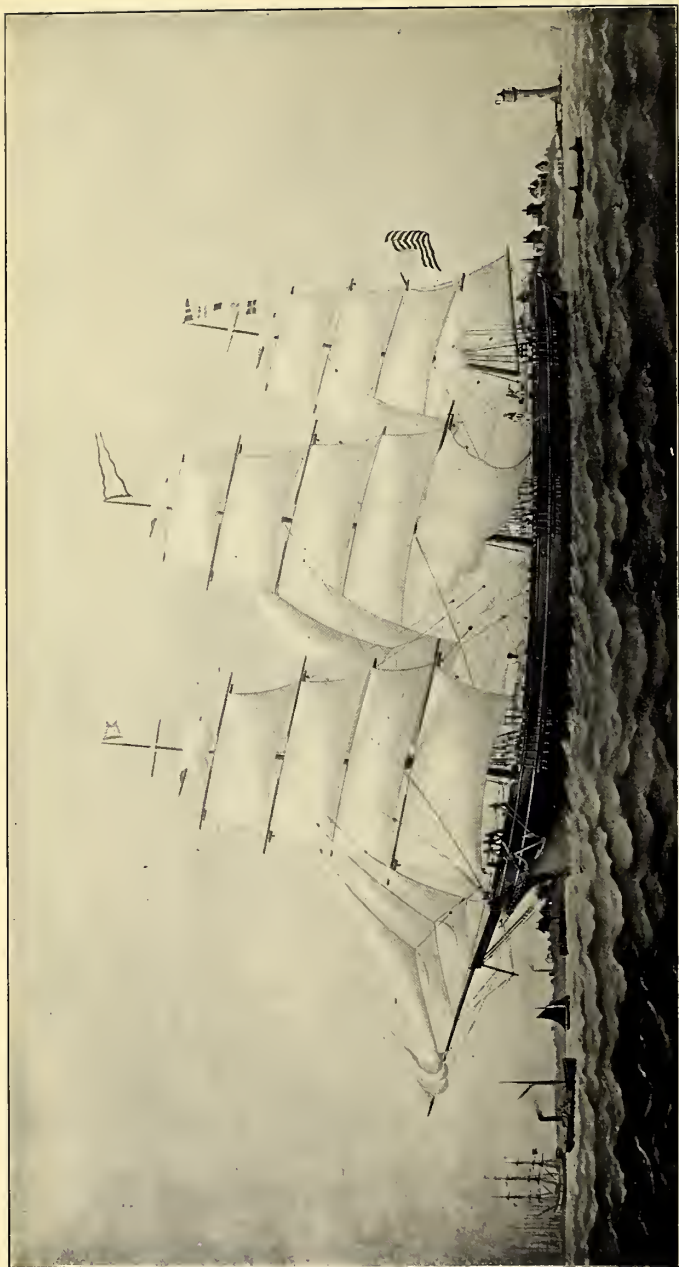
Thomas Mason. It has been found impossible to identify this portrait as no record was contributed at the time of its acquisition.

191. SAMUEL MEEK (no dates). Oval miniature, by unknown artist. Measurements, 2¼ in. x 1⅞ in. Half length, face two-thirds front. Curling dark hair and side whiskers. White stock with tie-pin. Dark coat. Neutral dark gray background.

Gift of the Heirs of Helen M. Simonds, 1903.

Samuel Meek was probably born in Boston in the early part of the nineteenth century. He married Mary A. Sweet of Boston and they were the parents of Helen Maria Meek, who married Samuel C. Simonds of Salem. He died August 5, 1883, and Helen M. (Meek) Simonds passed away, his widow, on March 20, 1903, aged 72 years. The date of Samuel Meek's death is unknown. [See Perley, *History of Salem*, vol. 1, p. 400; *Salem City Hall Records*, book 21, p. 121.]

(To be continued)



"OCEAN QUEEN," BUILT IN 1847

Courtesy Marine Research Society

SHIP REGISTERS OF THE DISTRICT OF NEWBURYPORT.

1789-1870.

COMPILED FROM THE NEWBURYPORT CUSTOM HOUSE
RECORDS, NOW IN POSSESSION OF THE ESSEX
INSTITUTE.

(Continued from Vol. LXXI, page 198)

MERRIMACK, barque, 197 tons; built Newbury, 1848; length, 95 ft. 23 in.; breadth, 23 ft. 10 in.; depth, 9 ft. 9 in.; billet head. Reg. June 30, 1848. Ezekiel Lincoln of Philadelphia, Penn., Peter Harden, Gorham Nickerson, Samuel Rogers, Joel Nickerson, Julia Ann Crowell, Henry Bangs, all of Dennis, Elisha Doane, Laban Baker, Rueben Bray, Samuel Matthews, Isaac Matthews, Oliver Matthews, all of Yarmouth, James B. Lincoln of Boston, Richard Matthews of Salem, owners; Henry Bangs, master.

MERRIMAC, ship, 1097 tons; built Newburyport, 1854; length, 184 ft. 8 in.; breadth, 35 ft. 9 in.; depth, 17 ft. 10½ in.; billet head. Reg. May 3, 1854. Isaac A. Bray, John Currier, Joseph J. Knapp, Tristram Coffin, Isaac H. Boardman, Charles French, Joseph B. Morss, owners; Isaac A. Bray, master.,

MERRIMACK PACKET, sloop, 59 tons; built Haverhill, 1812; length, 60 ft. 6 in.; breadth, 19 ft. 1 in.; depth, 6 ft. 1 in. Reg. May 23, 1812. Payne Elwell of Bradford, Robert Elwell of Gloucester, owners; William Hasseltine, master.

METEOR, ship, 325 tons; built Newbury, 1819; length, 100 ft. 5 in.; breadth, 26 ft. 11¼ in.; depth, 13 ft. 5⁄8 in.; billet head. Reg. Mar. 29, 1819. Russell Glover of Boston, owner; Russell Glover, master.

MEXICO, brig, 172 tons; built Hampden, Me., 1817; length, 79 ft. 9 in.; breadth, 23 ft. 6½ in.; depth, 10 ft. 7 in. Reg. Oct. 28, 1822. Thomas M. Clark, owner; William Burroughs, master.

MIDAS, bgtne., 118 tons; built Buckstown, 1814; length, 74 ft. 11 in.; breadth, 22 ft. 10 in.; depth, 8 ft. ¾ in. Reg. May 15, 1818. Mathias Varina, owner; Mathias Varina, master.

MILLINOKE, brig, 185 tons; built Hampden, Me., 1839; length, 90 ft.; breadth, 23 ft. 2 in.; depth, 9 ft. 11¾ in.; billet head. Reg. June 25, 1845. Richard Fowler, Samuel

Stevens, both of Newburyport, Nathan Hopkins, David Pierce, 2d., of Hampden, Me., owners; James Allen, master.

MILO, ship, 397 tons; built Newbury, 1811; length, 107 ft. 3 in.; breadth, 29 ft.; depth, 14 ft. 6 in.; figure head, a man. Reg. June 28, 1811. Stephen Glover, David Hinkley, Samuel Appleton, Daniel Parker, all of Boston, owners; Stephen Glover, master.

MILO, ship, 309 tons; built Haverhill, 1811; length, 100 ft. 3 in.; breadth, 6 ft. 4½ in.; depth, 13 ft. 2¼ in. Reg. Aug. 13, 1811. Samuel Swett, owner; Isaac Park, master.

MIND, sch., 82 tons; built Bowdoinham, Me., 1819; length, 74 ft. 7 in.; breadth, 20 ft. 8 in.; depth, 6 ft. 6 in. Reg. Dec. 2, 1822. Moses Emery, owner; William Rogers, master.

MINERVA, bgtne., 143 tons; built Newburyport, 1793; length, 70 ft. 8 in.; breadth, 21 ft. 9 in.; depth, 10 ft. 10½ in. Reg. May 7, 1793. George Searle, Joseph Tyler, owners; Samuel Chase, master.

MINERVA, bgtne., 150 tons; built Newburyport, 1794; length, 70 ft. 9 in.; breadth, 22 ft. 4 in.; depth, 11 ft. 2 in. Reg. July 30, 1794. Abner Wood, Enoch Pierce, Benjamin Pierce, Enoch Wood of Loudon, N. H., owners; Benjamin Pierce, master. Reg. July 29, 1794. Abner Wood, Enoch Pierce, Benjamin Pierce, owners; Benjamin Pierce, master. Reg. Jan. 3, 1800. Abner Wood, Jeremiah Nelson, Philip Coombs, owners; John March, master. Reg. June 9, 1797. Abner Wood, Enoch Pierce, Enoch Wood of Loudon, N. H., owners; Ambrose Davis, master. Reg. Jan. 15, 1804. Jeremiah Nelson, Philip Coombs of Newbury, Abner Wood, owners; William Greenough, master.

MINERVA, brig, 114 tons; built Newburyport, 1795; length, 68 ft. 6 in.; breadth, 20 ft. 5 in.; depth, 9 ft. 6 in.; billet head. Reg. June 12, 1795. George Searle, Joseph Tyler, owners; William Orne, master. Reg. Feb. 22, 1796. James Prince, owner; Pearson Brown, master.

MINERVA, sch., 113 tons; built Hallowell, 1796; length, 73 ft. 2 in.; breadth, 22 ft.; depth, 8 ft. 2 in.; billet head. Reg. Dec. 22, 1802. Robert Follansbee, Jacob Morrill, jr., James Locke, all of Salisbury, Paul Noyes, jr., and William Eaton of Newburyport, Benjamin Merrell, Samuel Dearborn of Kensington, N. H., owners; Joseph Rutherford, master. Reg. June 21, 1803. Willibee Hoyt and David Lowell of Amesbury, Daniel Webster, Daniel Webster, jr., Ebenezer Parlay, all of Salisbury, owners; Joseph Rutherford, master.

MINERVA, brig, 156 tons; built Hallowell, 1796; length,

73 ft. 3 in.; breadth, 22 ft. 3 in.; depth, 11 ft. 1½ in.; figure head, woman. Reg. Nov. 24, 1804. Ebenezer Parley of Salisbury, owner; Joseph Rutherford, master.

MINERVA, ship, 165 tons; built Salisbury, 1799; length, 75 ft. 8 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in.; figure head, woman. Reg. July 10, 1799. Joseph Hoyt of Amesbury, owner; Samuel Fowler, master.

MINERVA, ship, 218 tons; built Amesbury, 1801; length, 80 ft. 11 in.; breadth, 25 ft. 1½ in.; depth, 12 ft. 6¾ in.; figure head, a woman. Reg. Nov. 11, 1802. Nathan Long of Amesbury, Thomas Carter, William Wyer, jr., Jonathan Gage, Charles Jackson, Esq., James Prince, George Dutch of Salem, Reuben Jones, owners; Reuben Jones, master. Reg. July 23, 1801. Nathan Long of Amesbury, Reuben Jones, owners; Reuben Jones, master. Reg. July 9, 1805. Nathan Long of Amesbury, owner; David Stickney, master. Reg. July 31, 1807. Nathan Long of Amesbury, Elias Davison of Gloucester, owners; Elias Davison, master. Reg. Jan. 12, 1809. Ebenezer Stocker of Boston, owner; John Knight, master.

MINERVA, sch., 83 tons; built Amesbury, 1804; length, 65 ft. 3 in.; breadth, 18 ft. 10¾ in.; depth, 7 ft. 9 in. Reg. May 15, 1804. John Devereaux, Nicholson Broughton, both of Marblehead, owners; Andrew Tucker, master.

MINERVA, sch., 67 tons; built Newbury, 1826; length, 60 ft. 3 in.; breadth, 18 ft. 6 in.; depth, 7 ft.; billet head. Reg. Dec. 14, 1827. Thomas M. Clark, Stephen W. Marston, owners; William Ashby, jr., master. Reg. Aug. 17, 1832. John Power of Marblehead, William Ashby of Salem, owners; John Power, master.

MISSOURI, ship, 306 tons; built Amesbury, 1806; length, 96 ft. 5 in.; breadth, 26 ft. 11 in.; depth, 13 ft. 5½ in.; figure head, woman. Reg. Nov. 8, 1806. John Dunlap, jr., of Brunswick, owner; John Dunlap, jr., master.

MOBILE, sch., 145 tons; built Amesbury, 1818; length, 101 ft. 5 in.; breadth, 22 ft. 2½ in.; depth, 7 ft. 1 in.; billet head. Reg. Oct. 14, 1818. Daniel Paul of Needham, Edmund Bartlet of Newburyport, Alvares Fisk of New Orleans, Henry Gunnison of Mobile, Lewis Leland, Edmund Munroe, Israel Munroe, William M. Dodge, all of Boston, owners; Daniel Paul, master.

MONITOR, sch., 112 tons; built Haddam, Conn., 1837; length, 73 ft.; breadth, 21 ft. 6 in.; depth, 8 ft.; figure head, a scroll. Reg. July 3, 1845. Richard Smith of Dartmouth,

Samuel Bonney, George Wilson of New Bedford, owners; Richard Smith, master.

MONSERATTE, brig, 169 tons; built Newbury, 1845; length, 88 ft. 8 in.; breadth, 24 ft.; depth, 9 ft. $\frac{1}{2}$ in.; billet head. Reg. Jan. 5, 1846. Charles M. Bayley, Robert Bayley, jr., William Gray, owners; William Gray, master.

MONSOON, ship, 191 tons; built Amesbury, 1800; length, 78 ft. 1 in.; breadth, 20 ft. 11 in.; depth, 11 ft. $11\frac{1}{2}$ in. Reg. Dec. 15, 1800. Isaac Green Pearson, owner; Benjamin Perkins, master.

MONTANA, ship, 1269 tons; built Newburyport, 1866. Reg. 1866. J. Currier, jr., and others, owners.

MONTE ROSA, ship, 1338 tons; built Newburyport, 1868. Reg. 1868. J. R. Tibbetts and others, owners.

MONTEZUMA, ship, 322 tons; built Haverhill, 1800; length, 93 ft. 8 in.; breadth, 28 ft. 3 in.; depth, 14 ft. $1\frac{1}{2}$ in.; figure head, man. Reg. Dec. 13, 1800. Ezra Towns of Boston, owner; Ezra Towns, master.

MONTEZUMA, sch., 64 tons; built Salisbury, 1847; length, 64 ft.; breadth, 17 ft. 3 in.; depth, 6 ft. $7\frac{1}{2}$ in.; billet head. Reg. Apr. 16, 1850. Hirah Clark, Prince S. Crowell, Daniel Crowell, David Crowell, Stephen Homer, Dean Sears, Edmund Sears, Barnabas H. Sears, Stilman Kelley, William Sears, Christopher Sears, Jacob Sears, Eldridge C. Sears, Asa Sheverick, Constant Sears, David Sheverick, all of Dennis, owners; Hirah Clark, master.

MONTICELLO, sch., 85 tons; built Salisbury, 1839; length, 65 ft. 10 in.; breadth, 18 ft. 4 in.; depth, 8 ft. 1 in. Reg. Mar. 30, 1839. Thomas Garney, jr., Benjamin Hawks, both of Marblehead, owners; Ezekiel Russell, master.

MORNING STAR, pink stern sch., 44 tons; built Seabrook, N. H., 1819; length, 52 ft. $\frac{6}{10}$ in.; breadth, 15 ft.; depth, 6 ft. $\frac{1}{20}$ in. Reg. Dec. 4, 1822. Reuben Howe, David Barse, Collins Hough, all of Chatham, owners; David Barse, master.

MORNING STAR, pink stern sch., 22 tons; built Ipswich, 1804; length, 40 ft.; breadth, 11 ft. 5 in.; depth, 5 ft. 9 in. Reg. Dec. 29, 1824. Jeremiah Hatch of Deer Isle, owner; Jeremiah Hatch, master.

MORRO, sch., 36 tons; "A gunboat of U. S. and sold by order of Government at Portsmouth, State of New Hampshire, on the 3 day of Aug. 1816"; length 52 ft. 6 in.; breadth, 17 ft. 9 in.; depth, 4 ft. 8 in. Reg. Sept. 4, 1816.

Nathaniel Knap of Newburyport, agent for James Richardson, owner; William Bartlet, master.

MOSES BROWN, ship, 336 tons; built Newbury, 1805; length, 101 ft. 8 in.; breadth, 27 ft. $4\frac{3}{4}$ in.; depth, 13 ft. $8\frac{3}{8}$ in.; figure head, man. Reg. Oct. 31, 1805. William Wyer, jr., Samuel Brown, jr., Nathaniel Fletcher, owners; Joseph Russell, master. Reg. Jan. 16, 1809. Samuel Brown, Nathaniel Fletcher, owners; Philips White, master.

MOSES DAVENPORT, ship, 899 tons; built Newburyport, 1855; length, 167 ft. 6 in.; breadth, 34 ft. 1 in.; depth, 17 ft. $\frac{1}{2}$ in.; billet head. Reg. Jan. 8, 1855. Charles Hill of Boston, William Lambert of Portsmouth, N. H., Moses Davenport, John Currier, jr., True and Ezekiel Choate, John Osgood, owners; Lewis L. Coudry, master.

NABBY, sch., 92 tons; built New Milford, 1795; length, 68 ft. 10 in.; breadth, 21 ft. $2\frac{1}{2}$ in.; depth, 7 ft. $8\frac{1}{2}$ in. Reg. June 21, 1802. Benjamin Wyatt and Richard Pike of Newbury, owners; Richard Lakeman, master. Reg. Nov. 5, 1802. Benjamin Wyatt, owner; Michael Titcomb, jr., master. Reg. Apr. 22, 1803. Benjamin Wyatt, Richard Pike, owners; Michael Titcomb, master. Reg. Dec. 10, 1804. Richard Pike of Newbury, Benj[ami]n Wyatt, owners; Jonathan Hadlock, master. Reg. July 26, 1805. George Rappell, owner; George Rappell, master. Reg. Jan. 29, 1810. George Rappell, owner; George Rappell, master.

NABOB, bgtne., 58 tons; "A Prize belonging to a citizen of the U. S. 29 May 1789"; length, 58 ft. 4 in.; breadth, 18 ft. 8 in.; depth, 6 ft. 4 in. Reg. Aug. 2, 1790. Ebenezer Hale, owner; Ebenezer Stone, master.

NABOB, barque, 533 tons; built Newburyport, 1862; length, 138 ft.; breadth, 29 ft.; depth, 14 ft. 6 in.; a billet head. Reg. May 9, 1862. Solomon Wilds of Boston, owner; William Pritchard, master.

NAIAD, bgtne., 259 tons; built Haverhill, 1817; length, 93 ft. 9 in.; breadth, 25 ft.; depth, 12 ft. 6 in.; figure head, woman. Reg. June 24, 1817. Pickering Dodge of Salem, owner; Joseph Preston, master.

NAIAD QUEEN, barque, 318 tons; built Newburyport, 1853; length, 120 ft. 7 in.; breadth, 27 ft.; depth, 10 ft. 9 in.; figure head, female. Reg. Apr. 30, 1853. James Blood, owner; John C. Cheney, master.

NANCY, bgtne., 157 tons; built Pepperellborough, 1784; length, 72 ft. 8 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in. Reg. Nov. 19, 1789. Isaac Green Pearson, owner; Francis

Bradbury, master. Reg. Jan. 21, 1791. William Coombs, owner; Sewell Toppan, master. Reg. Feb. 10, 1795. Richard Pike, John O'Brian, David Coffin, owners; Augustus Ryan, master.

NANCY, sloop, 70 tons; built Amesbury, 1784; length, 57 ft. 10 in.; breadth, 19 ft.; depth, 7 ft. 7 in. Reg. Feb. 10, 1790. William Gerrish, Paul Gerrish, both of Newbury, owners; Benjamin Rogers, master.

NANCY, sloop, 56 tons; built Dartmouth, 1785; length, 54 ft. 8 in.; breadth, 18 ft. 2 in.; depth, 6 ft. 9 in. Reg. Dec. 14, 1789. Samuel Batchelder, owner; William Knap, master. Reg. July 9, 1793. George Searle, Joseph Tyler, owners; William Millery, master. Reg. Aug. 5, 1794. George Searle, Joseph Tyler, Joseph Cordis of Charlestown, Heirs of William W. Stevens of Charlestown, owners; Asa Burditt, master.

NANCY, sch., 51 tons; built Newbury, 1785; length, 52 ft. 6 in.; breadth, 16 ft. 8 in.; depth, 6 ft. 10 in. Reg. Nov. 12, 1789. Daniel Richards, Zebediah Farnham, both of Newburyport, Amos Atkinson of Newbury, owners; Daniel Richards, master. Reg. Dec. 23, 1791. Nathaniel Balch, owner; Nathan Somersby, master. Reg. Oct. 25, 1790. Samuel Carr, Francis Carr, Daniel Carr, all of Haverhill, Amos Atkinson of Newbury, owners; Samuel Carr, master. Reg. June 13, 1793. John Balch, Jonathan Gage, owners; Aaron Deats, master.

NANCY, sch., 79 tons; built Newburyport, 1785; length, 63 ft. 11½ in.; breadth, 17 ft. 11½ in.; depth, 7 ft. 11 in. Reg. June 16, 1809. Samuel Tenney, William Alexander, George Rappell, owners; Isaac Bray, master.

NANCY, ship, 188 tons; built Waldoborough, 1786; length, 77 ft. 1 in.; breadth, 23 ft. 11 in.; depth, 11 ft. 11 in. Reg. Sept. 6, 1790. Ebenezer Hale, Timothy Toppan Ford, owners; Nathaniel Whitmore, master.

NANCY, sloop, 62 tons; built Damariscotta, 1787; length, 48 ft. 5 in.; breadth, 18 ft. 6 in.; depth, 6 ft. 9 in. Reg. May 31, 1796. Joseph O'Brian, Joshua Toppan, owners; Emanuel Seward, master.

NANCY, sloop, 73 tons; built York, 1789; length, 60 ft. 3 in.; breadth, 18 ft. 8 in.; depth, 7 ft. 8 in. Reg. March 25, 1790. Joseph Marquand, owner; John Tufts, master. Reg. July 22, 1795. Joseph Marquand, owner; Hezekiah Goodhue, master. Reg. May 2, 1799. Joseph Marquand, Ebenezer Stocker, owners; William Skinner, master.

NANCY, sloop, 84 tons; built Newburyport, 1792; length, 62 ft. 9 in.; breadth, 20 ft. 9 in.; depth, 7 ft. 8 in. Reg. May 5, 1792. George Searle, Joseph Tyler, owners; William Orne, master. Reg. Feb. 28, 1794; altered to a bgtne. George Searle, Joseph Tyler, owners; William Orne, master.

NANCY, sch., 88 tons; built Bradford, 1792; length, 64 ft.; breadth, 20 ft. 9 in.; depth, 7 ft. 10 in. Reg. Jan. 16, 1799. Edmund Kimball, William Boardman, owners; Nathaniel Boardman, master.

NANCY, sch., 106 tons; built Harpswell, 1792; length, 71 ft. 5 in.; breadth, 21 ft. 10 in.; depth, 7 ft. 11 in. Reg. Dec. 4, 1800. Solomon Haskell of Newbury, Mark Haskell Ignatius Haskell, Jeremiah Eaton, Jonathan Torry, jr., all of Deer Isle, owners; William Hovey, master.

NANCY, bgtne., 178 tons; built Amesbury, 1793; length, 74 ft. 4 in.; breadth, 23 ft. 9 in.; depth, 11 ft. 10½ in. Reg. June 15, 1793. Edmund Sweat, Charles Goodridge, owners; Charles Goodrich, master. Reg. May 23, 1794; altered to a ship. Edmund Sweat, Charles Goodrich, owners; Edward Goodrich, master.

NANCY, sloop, 53 tons; built Salisbury, 1794; length, 53 ft. 4 in.; breadth, 18 ft.; depth, 6 ft. 8 in. Reg. Aug. 21, 1795. James Prince, Joseph Hoyt of Amesbury, owners; Bayley Chase, master. Reg. Feb. 5, 1796. James Prince, owner; Thomas Follansbee, master. Reg. July 18, 1796. Philip Coombs, Ebenezer Wheelwright, owners; William Bartlet, master. Reg. June 30, 1797. John Prince, Ezekiel Prince, owners; John Prince, master.

NANCY, brig, 129 tons; built Exeter, N. H., 1794; length, 67 ft. 9 in.; breadth, 21 ft. 1 in.; depth, 10 ft. 5½ in. Reg. June 1, 1796. William Boardman, Benjamin Boardman of Exeter, N. H., owners; Samuel Boardman, master. Reg. Oct. 7, 1797. William Boardman, John Moulton of Wenhams, Benjamin Boardman of Exeter, N. H., owners; John Moulton, master.

NANCY, ship, 246 tons; built Amesbury, 1795; length, 87 ft. 4 in.; breadth, 25 ft. 6 in.; depth, 12 ft. 9 in.; figure head, woman. Reg. Aug. 8, 1795. Charles Goodrich, Edmund Sweat, David Coffin, owners; Charles Goodrich, master. Reg. July 29, 1796. Abner Wood, Enoch Wood of Loudon, N. H., owners; Isaac Stone, master.

NANCY, sch., 106 tons; built Brunswick, 1796; length, 70 ft., breadth, 22 ft. 3 in.; depth, 8 ft. Reg. Apr. 4, 1804.

Winthrop Burnham Norton of Berwick, owner; Joseph Lane, master.

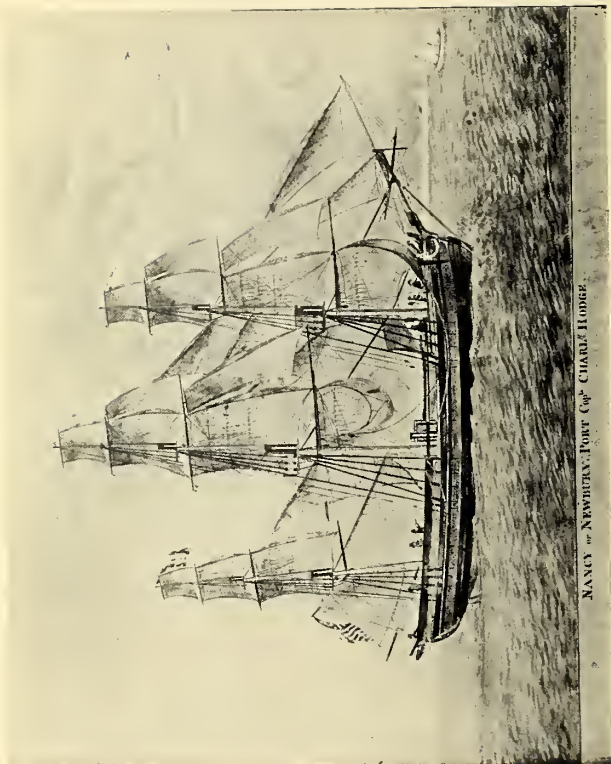
NANCY, brig, 134 tons; built Newbury, 1802; length, 75 ft. 4 in.; breadth, 22 ft. 9 in.; depth, 9 ft. 1 in. Reg. Apr. 22, 1803. Moses Brown, William Wyer, jr., Nicholas Tracey, Samuel Walton of Salisbury, owners; Samuel Walton, master. Reg. Jan. 6, 1804. Samuel Walton of Salisbury, Stephen Holland, Moses Brown, William Wyer, jr., Nicholas Tracy, owners; Samuel Walton, master. Reg. Aug. 27, 1804; altered to a ship, 169 tons. Samuel Walton of Salisbury, Moses Brown, William Wyer, jr., Nicholas Tracy, Stephen Holland, owners; Samuel Walton, master. Reg. May 29, 1805. Charles Hodge, Moses Brown, William Wyer, jr., Stephen Holland, owners; Charles Hodge, master. Dec. 26, 1806. Stephen Holland, Moses Brown, William Wyer, jr., owners; Moses Hall, master. Reg. Nov. 30, 1807. Moses Brown, Stephen Holland, Joseph S. Pike, William Smith, owners; William Smith, master. Reg. May 31, 1811. Moses Brown and Stephen Holland, Leonard Smith and Joseph S. Pike, owners; John Eveleth, master. Reg. Feb. 6, 1816. Moses Brown, Christopher Bassett, owners; Christopher Bassett, master. Reg. July 29, 1817; altered to a barque. Moses Brown, Christopher Bassett, owners; Joseph S. Bassett, master. Reg. Dec. 14, 1818. Ebenezer Wheelwright of Newbury, owner; Lewis Folsom, master.

NANCY, brig, 116 tons; built Freeport, 1804; length, 72 ft. 10 in.; breadth, 22 ft. 4 in.; depth, 8 ft. 4 in. Reg. Nov. 27, 1804. Joshua Carter, owner; Edward Swain, master.

NANCY, brig, 155 tons; built Salisbury, 1807; length, 73 ft. 3 in.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in.; figure head, woman. Reg. Aug. 12, 1807. Joseph O'Brien, Jesse Hoyt, Benjamin Merrill of Huntington, N. H., Ezekiel Merrill of Salisbury, owners; Jesse Hoyt, master.

NANCY, sch., 106 tons; built Frankfort, 1807; length, 72 ft. 10 in.; breadth, 21 ft. 8 in.; depth, 7 ft. 10 in. Reg. June 29, 1809. Seth Sweetser, owner; Ebenezer Parley, master. Reg. Nov. 15, 1811. Moses Brown of Newburyport and John Balch of Newbury, owners; Ebenezer Parley, master.

NANCY, ship, 303 tons; built Amesbury, 1810; length, 97 ft. 4 in.; breadth, 26 ft. $7\frac{3}{4}$ in.; depth, 13 ft. $3\frac{7}{8}$ in.; figure head, woman. Reg. March 11, 1811. Nathan Long



SHIP "NANCY," BUILT AT NEWBURY IN 1802

From a water-color by F. Dannenberg, 1805

Courtesy Peabody Museum, Salem

and Benjamin Batchelder of Amesbury, owners; Benjamin Batchelor, master.

NANCY, bgtne., 150 tons; built Amesbury, 1819; length, 73 ft. 3 in.; breadth, 21 ft. 10 in.; depth, 10 ft. 11 in.; figure head, woman. Reg. Oct. 22, 1819. Nathan Long of Amesbury, owner; Samuel Swasey, master.

NANCY, sch., 137 tons; built Thomaston, Me., 1819; length, 75 ft. 11 in.; breadth, 22 ft. 7½ in.; depth, 9 ft. 3½ in. Reg. Feb. 20, 1826. Abner Caldwell, Thomas Morrison, owners; Thomas Morrison, master.

NANCY ANN, brig, 173 tons; built Salisbury, 1809; length, 77 ft. 2 in.; breadth, 22 ft. 9 in.; depth, 11 ft. 4½ in. Reg. Nov. 8, 1809. Ezekiel Merrill of Salisbury, Benjamin Merrill, owners; Moses Brown, jr., master.

NAPLES, ship, 826 tons; built Newburyport, 1864; length, 160 ft.; breadth, 33 ft. 6 in.; depth, 16 ft. 9 in.; billet head. Reg. Sept. 15, 1864. Francis Peabody of Salem, Francis Curtis, S. E. Peabody, both of Boston, owners; Samuel W. Pike, master.

NARRAGUAGUS, steamboat, 48 tons; built Cherryfield, Me., 1849; length, 86 ft.; breadth, 18 ft.; depth, 4 ft. Reg. May 15, 1852. Uzziiah Curtis, Andrew Peters, Seth Tisdale, all of Ellsworth, Me., owners; Uzziiah Curtis, master.

NASSAU, sch., 107 tons; built Newbury, 1843; length, 74 ft. 7 in.; breadth, 19 ft. 10 in.; depth, 8 ft. 3 in.; billet head. Reg. Nov. 20, 1843. Lauchlin McKay, E. A. Searle, Franklin Curtis, all of Boston, owners; Daniel Bradford, master.

NATHANIEL, brig, 140 tons; built Amesbury, 1796; length, 70 ft. 7 in.; breadth, 21 ft. 6½ in.; depth, 10 ft. 9¼ in. Reg. Jan. 2, 1797. Moses Gale of Haverhill, owner; James Merrill, master. Reg. May 17, 1797. David Young, Moses Gale of Haverhill, owners; David Young, master.

NATHANIEL, brig, 128 tons; built Kennebunk, 1799; length, 72 ft. 1 in.; breadth, 22 ft. 9 in.; depth, 9 ft. 2 in. Reg. Jan. 18, 1800. David Coffin, owner; Stephen Webster, master.

NATHANIEL HOOPER, ship, 427 tons; built Newbury, 1837; length, 121 ft. 2 in.; breadth, 27 ft. 10½ in.; depth, 13 ft. 11¼ in.; figure head, man. Reg. Sept. 21, 1837. Nicholson Broughton of Marblehead, owners; John Bogardus, master. Reg. Oct. 6, 1837. Nicholson Broughton of Marblehead, John Bogardus of Boston, owners; John Bogardus, master.

NATIVE AMERICAN, sch., 115 tons; built Salisbury, 1845; length, 76 ft. 11 in.; breadth, 20 ft. 2 in.; depth, 8 ft. 4½ in.; billet head. Reg. Oct. 1, 1845. Isaac H. Boardman, William Sanborn of Seabrook, N. H., owners; Joseph L. Goodwin, master. Reg. Sept. 23, 1846. Isaac H. Boardman, William Sandborn of Seabrook, N. H., Joseph L. Goodwin of Newbury, owners; Joseph L. Goodwin, master. Reg. Sept. 25, 1847. William Sanborn of Seabrook, N. H., Joseph L. Goodwin of Newbury, Isaac H. Boardman, owners; Nicholas Varina, master. Reg. Oct. 11, 1848. Joseph L. Goodwin of Newbury, William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; John Dixon, master. Reg. Oct. 10, 1849. William Sanborn of Seabrook, N. H., Joseph L. Goodwin of Newbury, Isaac H. Boardman, owners; Henry Leman, master. Reg. Nov. 5, 1851. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Henry Leman, master. Reg. Feb. 15, 1856. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Benjamin H. Bigsby, master.

NAUTILUS, brig, 199 tons; built Salisbury, 1809; length, 79 ft. 1 in.; breadth, 24 ft. 2¾ in.; depth, 12 ft. 1⅜ in. Reg. Dec. 28, 1809. David Coffin, owner; Joseph Gerrish, master.

NAVIGATOR, ship, 416 tons; built Newbury, 1839; length, 125 ft. 5 in.; breadth, 26 ft. 11 in.; depth, 13 ft. 5½ in.; billet head. Reg. Mar. 12, 1839. Thomas Buntin, Moses Davenport, jr., Samuel Stevens, Daniel Knight, Amos Tappan, owners; Daniel Knight, master.

NAVY, ship, 355 tons; built Salisbury, 1824; length, 108 ft. 2 in.; breadth, 27 ft. 1½ in.; depth, 13 ft. 6¾ in.; billet head. Reg. Dec. 9, 1824. Benjamin Batchelor, Daniel Webster, Robert Fowler, all of Salisbury, David Lowell of Amesbury, owners; Benjamin Batchelor, master. Reg. Jan. 4, 1831. William M. Noyes of Wilmington, Del., Amos Noyes, David Noyes, owners; Nathaniel Nowell, master. Reg. June 1, 1832. Amos Noyes, David Noyes, owners; Joseph Young, master. Reg. Sept. 26, 1833. William M. Noyes of Wilmington, Del., Thomas Buntin, Stephen Tilton, Amos Noyes, John Wood, Nathaniel Noyes, jr., John H. Wood, Albert Wood, Ebenezer Bartlet, Charles Butler, Charles J. Brockway, Henry Frothingham, all of Newburyport, Michael Titcomb, Ezra Lunt, John Stone, Samuel Bragdon, James P. Frothingham, John Porter, Edmund Swett, Edmund L. Lebreton, Moses Davenport, jr., William

Ashby, jr., Nicolas Johnson, Amos Tappan, George Emery, Thomas Foster, Nathaniel Foster, John Balch, jr., John Holliday, Richard Stone, Charles H. Coffin, James Butler, David Emery, Giles P. Stone, Enoch Moody, Robert Jenkins, Joseph J. Knapp, Samuel Lunt, Joseph B. Hervey, John Andrews, jr., Joseph Stover, jr., Philip Coombs, John Merrill, Moses Merrill, Samuel Boardman, William Stone, Philip Johnson, all of Newburyport, owners; Francis Neil, master. Reg. June 25, 1835. Samuel Hale, William Hale, Benjamin W. Hale, David Hale, Isaac Hale, Moses Pettingell, all of Newbury; William M. Noyes of Baltimore, Md., Francis Neil of Fair Haven, Micajah Lunt, jr., Henry Titcomb, jr., Amos Noyes, Nathaniel Noyes, jr., John Wood, John H. Wood, Albert Wood, John Holliday, Amos Tappan, Richard Stone, William Stone, William Ashby, jr., Joseph B. Hervey, Moses Davenport, jr., John Stone, Joseph Stover, jr., Charles Butler, George Emery, Joseph J. Knapp, all of Newburyport, Samuel Bragdon, Enoch Moody, John Balch, jr., Thomas Buntin, David Emery, Robert Jenkins, Michael Titcomb, Ezra Lunt, Aaron B. Adams, Charles J. Brockway, John Porter, Philip Johnson, all of Newburyport, owners; Francis Neil, master. Reg. Nov. 13, 1837. William H. Brock of Nantucket, Enoch Hale, Benj. W. Hale, Enoch Moody, Samuel Hale, Isaac Hale, David Hale, William Hale, Moses Pettingell, all of Newbury, Thomas Buntin, Nathaniel Noyes, jr., William Stone, William Ashby, jr., Samuel Bragdon, John Holliday, Joseph Stover, jr., Joseph J. Knapp, Aaron B. Adams, Eben Plummer, Amos Tappan, Charles Butler, Philip Johnson, Micajah Lunt, jr., Michael Titcomb, Ezra Lunt, John Stone, John Porter, and John Balch, owners; William H. Brock, master. Reg. May 19, 1840. William H. Brock of Nantucket, Charles Hale, Samuel Hale, William Hale, Enoch Hale, Benjamin W. Hale, all of Newbury, Thomas Buntin, Amos Tappan, Samuel Bragdon, John Porter, Aaron B. Adams, Ebenezer Plumer, Moses Emery Hale, owners; William H. Brock, master.

NEBRASKA, ship, 516 tons; built Newbury, 1845; length, 127 ft.; breadth, 30 ft.; depth, 15 ft.; billet head. Reg. Aug. 14, 1845. William Chamberlain of New York, George A. Phelps, John I. Boyd, Alexander M. Laurence, Christian Stamler, all of New York, owners; Joseph K. Brown, master.

NECTAR, brig, 146 tons; built Nobleboro, Me., 1835; length, 83 ft. 8 in.; breadth, 22 ft. 6 in.; depth, 8 ft. 9½ in.; billet head. Reg. Aug. 2, 1836. Moses Pettingell of New-

bury, Robert Bayley, Frederick Moore, Robert Bayley, jr., Ezra Lunt, Ezra Lunt, jr., owners; Frederick Moore, master. Reg. Oct. 15, 1838. Ezra Lunt, Ezra Lunt, jr., owners; Ezra Lunt, jr., master.

NEPTUNE, ship, 354 tons; built Newbury, 1810; length, 104 ft. 6 in.; breadth, 27 ft. 8 in.; depth, 13 ft. 10 in.; billet head. Reg. June 16, 1810. Abner Wood, owner; George Warner, master.

NERO, sloop, 75 tons; built Salisbury, 1797; length, 62 ft. 11 in.; breadth, 20 ft. 3½ in.; depth, 7 ft. Reg. Nov. 29, 1799. Offin Boardman, jr., owner; Charles Kennedy, master. Reg. Dec. 2, 1802; altered to a brig. Offin Boardman, owner; Thomas Boardman, master.

NERO, brig, 118 tons; built Deer Isle, 1799; length, 74 ft. 9 in.; breadth, 22 ft. 3¾ in.; depth, 8 ft. 3¾ in. Reg. Dec. 29, 1802. John Denison Farley, Joseph Farley of Ipswich, owners; Charles Taylor, master.

NESTORIAN, ship, 697 tons; built Newbury, 1848; length, 151 ft. 2 in.; breadth, 31 ft. 8 in.; depth, 15 ft. 10 in.; figure head, male. Reg. Mar. 24, 1848. Nathaniel Putnam, jr., Oliver H. Gordon, George A. Talbot, all of Brooklyn, N. Y., owners; Robert H. Pearson, master.

NEWBURY, brig, 260 tons; built Newburyport, 1863; length, 105 ft. 6 in.; breadth, 27 ft. 1 in.; depth, 10 ft. 3 in.; billet head. Reg. Nov. 4, 1863. George W. Jackman, jr., owner; James B. Taylor, master.

NEWBURYPORT, ship, 323 tons; built Bradford, 1810; length, 99 ft. 8 in.; breadth, 27 ft. 2 in.; depth, 19 ft. 7 in.; figure head, a woman. Reg. Feb. 18, 1811. Stephen Holland, Moses Goodrich, Robert Follansbee, Nathaniel Fletcher, David Patch, owners; Moses Goodrich, master. Reg. Oct. 21, 1811. Robert Foster, Moses Goodrich, Robert Follansbee, Nathaniel Fletcher, David Patch, owners; Robert Follansbee, master. Reg. Feb. 2, 1818. Jonathan Gage, Ebenezer Stone, owners; Moses Goodrich, master.

NEWBURYPORT, ship, 341 tons; built Newbury, 1834; length, 110 ft. 8 in.; breadth, 26 ft. 1½ in.; depth, 13 ft. ¾ in.; billet head. Reg. Aug. 4, 1834. Micajah Lunt, jr., Henry Titcomb, jr., Francis Todd, Edward S. Rand, Charles H. Coffin, Benj. Hale, Amos Noyes, John Porter, Joseph Cutler, Eleazer Johnson, Robert Jenkins, John Wood, John H. Wood, Albert Wood, William Balch, Henry Frothingham, John Wills, Nathaniel Noyes, jr., John Stone, John Osgood, Joseph J. Knapp, Stephen Tilton, all of Newburyport;

Thomas Buntin, John Andrews, jr., David Wood, 2d, Samuel Bragdon, James P. Frothingham, Edmund Knight, Charles Whipple, Joseph Stover, jr., John Holliday, Enoch Huse, John Huse, Samuel Stevens, George Emery, Amos Tappan, Robert Bayley, Jeremiah Nelson, Justin Smith, Atkinson Stanwood, Nathaniel Marsh, Michael Titcomb, Ezra Lunt, Charles Butler, John Bradbury, Joseph M. Titcomb, John Holland, Ezekiel Saunders, Ebenezer Plummer, Richard Stone, Joseph Noyes, Charles Currier, John Burrill, jr., Thomas Cutler, George Fitz, Samuel Knapp, jr., all of Newburyport; Ebenezer Hale, Dennis Condry, Daniel Colman, all of Newbury; Joseph W. Hale, Edmund P. LeBreton, of Bangor, Me., Charles Williams of Kennebunk, Me., Wells Healey of Hampton, Ferdinand E. White, James Butler of Boston, John Wheelwright, Richard Bartlet, N. Y., Jacob Hale, jr., Ebenezer Bradbury of Newburyport, Jacob B. Morse, Daniel Granger of Newburyport, owners; Charles F. Starbuck, master. Reg. Jan. 11, 1838. Dennis Condry, Micajah Lunt, jr., Francis Todd, Charles W. Storey, William Balch, Nathaniel Noyes, jr., owners; Dennis Condry, master.

NEW CENTURY, brig, 107 tons; built Somersworth, N. H., 1801; length, 66 ft. $\frac{2}{10}$ in.; breadth, 21 ft. $\frac{1}{10}$ in.; depth, 9 ft. Reg. May 28, 1804. Offin Boardman of Newbury, Amos Toppan, owners; Thomas Boardman, master.

NEW LEADER, bgtne., 271 tons; built Newbury, 1815; length, 94 ft. 1 in.; breadth, 25 ft. 7 in.; depth, 12 ft. $\frac{9}{2}$ in. Reg. Nov. 15, 1815. John Pettingel, owner; Isaac Rand, master.

NEW MOON, bgtne., 227 tons; built Haverhill, 1811; length, 82 ft. 3 in.; breadth, 25 ft. 5 in.; depth, 12 ft. $\frac{8}{2}$ in. Reg. Oct. 8, 1811. John Smith of Wellfleet, agent for William Walter, Daniel Jones, both of Boston, owners; John Smith, master.

NEW PACKET, brig, 139 tons; built Barnstable, 1815; length, 72 ft. 2 in.; breadth, 21 ft. $\frac{7}{2}$ in.; depth, 10 ft. 4 in. Reg. Feb. 14, 1825. John Wood, Amos Noyes, owners; John C. Hoyt, master. Reg. May 12, 1825. John Wood, Amos Noyes, owners; John C. Hoyt, master.

NEW PACKET, sch., 75 tons; built Newburyport, 1817; length, 63 ft. 6 in.; breadth, 18 ft. 11 in.; depth, 7 ft. 3 in. Reg. Aug. 8, 1817. Joseph L. Colby of Newbury, John Wood, owners; Benjamin Wyatt, master. Reg. Apr. 8, 1819. John Wood, owner; John T. Ross, master. Reg. Sept. 24, 1824; 101 tons, billet head. John Wood, owner; Robert

Bagley, jr., master. Reg. May 25, 1827. Philip Coombs, Stephen Tilton, owners; Tristram Lunt, master. Reg. June 29, 1827. Amos Noyes, owner; Zebulon Titcomb, master. Reg. Sept. 15, 1828. John Wood, owner; Zebulon Titcomb, master. Reg. Oct. 4, 1830. William W. Caldwell of New Orleans, La., Francis D. Hardy, owners; Francis D. Hardy, master.

NEW PACKET, sch., 89 tons; built Haverhill, 1820; length, 64 ft. 6 in.; breadth, 18 ft. 11½ in.; depth, 8 ft. 5½ in.; billet head. Reg. Mar. 1, 1839. William Sanborn of Seabrook, N. H., owner; William Sanborn, master.

NIKOLAI, brig, 235 tons; built Newcastle, Me., 1827; length, 88 ft.; breadth, 23 ft. 9 in.; depth, 12 ft. 9½ in.; billet head. Reg. June 1, 1827. John N. Cushing, Henry Johnson, owners; John N. Cushing, master. Reg. Feb. 26, 1830. Nicholas Johnson of Newbury, John N. Cushing, Henry Johnson, owners; William S. Mason, master.

NILE, sch., 85 tons; built Newbury, 1830; length, 60 ft. 8 in.; breadth, 18 ft. 5½ in.; depth, 8 ft. 10½ in.; billet head. Reg. Feb. 4, 1832. John N. Wills, Charles Wills, owners; Mayo Gerrish, master. Reg. June 2, 1830. John Wills of Newbury, owner; Richard Picket, master.

NINUS, ship, 255 tons; built Salisbury, 1821; length, 92 ft. 9 in.; breadth, 25 ft.; depth, 12 ft. 6 in.; billet head. Reg. Nov. 26, 1821. Daniel Webster, Benjamin Bachellor, both of Salisbury, Willabee Hoyt, David Lowell, both of Amesbury, owners; Benjamin Bachelor, master.

NOEMIE, of Charleston, S. C., ship, 547 tons; built Newbury, 1847; length, 140 ft. 1 in.; breadth, 29 ft. 1½ in.; depth, 14 ft. 6¾ in. Reg. Jan. 6, 1848. Thomas Joseph Roger of Charleston, S. C., William Hammond of Marblehead, owners; Nicholas Holberton, master.

NONANTUM, ship, 1150 tons; built Newburyport, 1866. Reg. 1866. Joseph Nickerson and others, Boston, owners.

NORTH BEND, ship, 365 tons; built Haverhill, 1840-41; length, 120 ft. 1 in.; breadth, 25 ft. 9 in.; depth, 12 ft. 10½ in.; billet head. Reg. Jan. 30, 1841. Newell Sturtevant of Boston, owners; William Caldwell, jr., master.

NORTH STAR, sch., 86 tons; "Captured in war by U. S., and condemned in U. S. Court, May 5, 1814"; length, 59 ft. 1 in.; breadth, 18 ft. 11 in.; depth, 9 ft. 1 in. Reg. Oct. 17, 1823. Joseph Edwards, Matthias Varina, owners; Sylvanus P. Dodge, master.

NYMPH, sch., 86 tons; built Newburyport, 1792; length,

64 ft. 11 in.; breadth, 20 ft. 9 in.; depth, 7 ft. 7 in. Reg. Dec. 13, 1792. Moses Brown, owner; Benaiah Titcomb, jr., master. Reg. Feb. 8, 1797. Moses Brown, owner; Elijah Mayhew, master. Reg. Sept. 22, 1798; altered to a brig. Moses Brown, owner; William Picket, master. Reg. June 7, 1802. Moses Brown, owner; Samuel Foster, master. Reg. June 6, 1804. Moses Brown, owner; Samuel Foster, master. Reg. May 14, 1805; 121 tons. Moses Brown, owner; Samuel Foster, master. Reg. June 14, 1815. Moses Brown, owner; David Patch, master.

NYMPH, brig, 136 tons; built Haverhill, 1795; length, 70 ft. 3 in.; breadth, 21 ft. 3 in.; depth, 10 ft. 7½ in. Reg. June 12, 1797. Abel Harris of Portsmouth, N. H., owner; Daniel Orr, master.

NYMPH, sloop, 68 tons; built Peekskill, N. Y., 1802; length, 59 ft. 9 in.; breadth, 22 ft.; depth, 6 ft. 4 in.; figure head. Reg. Dec. 26, 1809. John Huse, Moses Moody, both of Haverhill, Samuel Tenney of Newbury, owners; Seth Trask, master.

OAK, brig, 150 tons; built Scituate, 1821; length, 79 ft. 4 in.; breadth, 20 ft. 10 in.; depth, 10 ft. 2¼ in.; billet head. Reg. July 31, 1832. John Wills, owner; William H. Brown, master. Reg. Nov. 13, 1833. John Wills of Newburyport, John N. Wills, Charles Wills, both of Boston, owners; William H. Brown, master. Reg. May 7, 1834. John Wills, owner; William H. Brown, master.

OBERLIN, barque, 330 tons; built Newbury, 1833; length, 115 ft.; breadth, 25 ft. 1 in.; depth, 12 ft. 6½ in.; billet head. Reg. Nov. 20, 1833. Nicholas Johnson of Newburyport, John T. Balch of New York, N. Y., John C. Hoyt, owners; Gyles P. Stone, master.

OCEAN, ship, 259 tons; built Haverhill, 1801; length, 88 ft. 6 in.; breadth, 26 ft.; depth, 19 ft. Reg. Oct. 26, 1801. John Pearson, Jonathan Dalton, owners; Jonathan Dalton, master. Reg. Feb. 5, 1806. Zebedee Cook, William Cook, owners; Thomas Folansbe, master.

OCEAN, ship, 279 tons; built Newbury, 1810; length, 95 ft. 2 in.; breadth, 25 ft. 9½ in.; depth, 12 ft. 10¾ in. Reg. June 14, 1810. Edmund Kimball, Francis Todd, owners; William Adams, master. Reg. Mar. 1, 1815. Edmund Kimball and Francis Todd, owners; William Adams, master.

OCEAN, of Kittery, pink stern sch., 45 tons; built Salisbury, 1829; length, 52 ft. 9 in.; breadth, 14 ft. 10½ in.; depth, 6 ft. 8 in. Reg. Dec. 12, 1829. Thomas Tarlton of New-

castle, N. H., William Soward, Thomas Soward, both of Kittery, Me., owners; Benjamin Pettingill, 3d, master.

OCEAN, sch., 83 tons; built Salisbury, 1839; length, 65 ft. 7 in.; breadth, 18 ft. 3 in.; depth, 8 ft. Reg. Mar. 13, 1840. Benjamin Hawkes of Marblehead, owner; Benjamin Russel, master.

OCEAN QUEEN, ship, 824 tons; built Newbury, 1847; length, 159 ft. 3½ in.; breadth, 33 ft. 6½ in.; depth, 16 ft. 9¼ in.; billet head. Reg. Dec. 14, 1847. Charles Hill of Jamaica Plain, Moses Davenport, Henry Shoof, John Osgood of Newbury, owners; George Coffin, master.

OCTOBER, sch., 114 tons; built Kingston, 1840; length, 68 ft. 1½ in.; breadth, 20 ft. 6⅞ in.; depth, 8 ft. ½ in.; billet head. Reg. Mar. 30, 1855. W. D. Turner, H. Mores, both of Pittston, Me., John S. Mitchell of Gardiner, Me., owners; W[arren] D. Turner, master.

OLD COLONY, ship, 899 tons; built Newburyport, 1855; length, 172 ft. 4 in.; breadth, 33 ft. 6 in.; depth, 16 ft. 9 in.; billet head. Reg. Aug. 8, 1855. Pliny Nickerson of Boston; Thomas & Pliny Nickerson, firm of Nickerson & Co.; Nehemiah P. Mann, Nehemiah P. Mann, jr., A. Judson Mann, firm of P. Mann & Co.; Ellery Eldridge, Andrew H. Eldridge, Bradford L. Crocker & Joseph Otis, firm of Crocker & Otis; John L. Badger, James A. Page, Jonathan Lane & Samuel W. Lane, firm of Jona. Lane & Son; Avery Plumer of Boston & D. A. Griggs of Dorchester, firm of Plumer & Co.; Harvey Scudder & Nelson Hastings of East Cambridge, firm of H. Scudder & Co.; William Currier, James L. Townsend, Jonathan Keniston, James R. Keniston of Newburyport; William N. Babson of New Orleans, La.; Charles Lane of Dorchester, owners; Milton P. Hedge, master.

OLINDA ANN, sch., 95 tons; built Eastport, 1808; length, 68 ft. 3 in.; breadth, 20 ft. 8 in.; depth, 7 ft. 10½ in. Reg. Feb. 22, 1810. Benjamin D. Prince of Eastport, Ezekiel Prince, owners; William Kloot, master.

OLIVE, bgtne, 166 tons; built Newbury, 1815; length, 76 ft. 8 in.; breadth, 22 ft. 4 in.; depth, 11 ft. 2½ in. Reg. Oct. 21, 1815. Micajah Lunt, owner; Joseph Rutherford, master. Reg. Oct. 1, 1816. Micajah Lunt, owner; Micajah Lunt, jr., master. Reg. Sept. 26, 1821. Micajah Lunt, Micajah Lunt, jr., owners; Micajah Lunt, jr., master.

OLIVE BRANCH, bgtne., 140 tons; built Newburyport, 1790; length, 69 ft. 9 in.; breadth, 21 ft. 8 in.; depth, 10 ft. 10 in. Reg. Apr. 14, 1790. Elias Hunt, Zebedee Hunt, owners;

Benjamin Wyatt, master. Reg. July 24, 1797. Elias Hunt, Zebedee Hunt, owners; Jonathan Moulton, master.

OLIVE BRANCH, bgtne., 133 tons; built Amesbury, 1793; length, 72 ft. 9 in.; breadth, 22 ft. 9 in.; depth, 9 ft. 5 in. Reg. Nov. 28, 1793. Francis Butler of Boston, owner; William Fate, master.

OLIVE BRANCH, ship, 271 tons; built Amesbury, 1803; length, 91 ft. 4 in.; breadth, 26 ft. 1 in.; depth, 13 ft. $\frac{1}{2}$ in.; figure head, woman. Reg. Oct. 10, 1803. Jacob Little of Newbury, owner; Peter LeBriton, jr., master.

OLIVE BRANCH, ship, 237 tons; built Salisbury, 1809; length, 86 ft. 10 in.; breadth, 25 ft. 1 in.; depth, 12 ft. $6\frac{1}{2}$ in. Reg. July 31, 1809. David Coffin, Benjamin Merrill, owners; Samuel Fuller, master.

OLIVE BRANCH, sch., 80 tons; built Haverhill, 1817; length, 63 ft. 4 in.; breadth, 19 ft.; depth, 7 ft. 9 in. Reg. Nov. 4, 1822. John Coombs of Newbury, Philip Coombs, owners; Richard Pickett, master. Reg. Oct. 28, 1824; 106 tons. Philip Coombs, David Haskell, John Coombs of Newbury, owners; David Haskell, master.

OLIVE BRANCH, sloop, 31 tons; built Wells, Me., 1826; length, 46 ft.; breadth, 16 ft. 4 in.; depth, 5 ft. Reg. Mar. 18, 1835. John Mathews, Joseph Mathews, both of York, owners; John Mathews, master.

OLIVER A. LEWIS, sch., 23 tons; built Newburyport, 1865. Reg. 1865. J. L. Baker and others, Scarboro, owners.

OLIVER PUTNAM, ship, 1074 tons; built Newburyport, 1854; length, 178 ft. 9 in.; breadth, 36 ft. $\frac{1}{2}$ in.; depth, 18 ft. $\frac{1}{4}$ in.; billet head. Reg. Sept. 8, 1854. Charles Lunt, James Horton, Joseph J. Knapp, Henry Cook, John Currier, jr., Isaac H. Boardman, Joseph B. Morss, Jacob Horton, owners; William Lecraw, master.

ONLY DAUGHTER, sch., 99 tons; built Plymouth, 1816; length, 65 ft.; breadth, 21 ft.; depth, 8 ft. 7 in. Reg. Mar. 9, 1827. Thomas Buntin, Jesse Brown, owners; Jesse Brown, master.

ONWARD, sch., 123 tons; built Eden, Me., 1853; length, 81 ft.; breadth, 22 ft. 8 in.; depth, 7 ft. 8 in.; billet head. Reg. Oct. 29, 1856. Benjamin C. Thomas, Cornelius T. Thomas, Samuel H. Sugett, Jesse H. Mayo, William T. Thomas, Thomas H. Leland, Alfred Mayo, Atwater Higgins, Eben L. Higgins, all of Eden, Me., owners; Samuel H. Sugett, master.

OREGON, brig, 207 tons; built Amesbury, 1825; length,

89 ft. 9 in.; breadth, 22 ft. 9¼ in.; depth, 11 ft. 4 in.; billet head. Reg. Nov. 16, 1825. Barzilla Lombard of Amesbury, Jonas Wyman, John Hasseltine of Philadelphia, owners; Barzilla Lombard, master.

OREGON, sch., 122 tons; built Newbury, 1845; length, 81 ft. 1 in.; breadth, 20 ft. 2 in.; depth, 8 ft. 4 in.; billet head. Reg. Dec. 20, 1845. Albert Wood of Newbury, John Wood, owners; George W. Dennis, master. Reg. Jan. 6, 1847. Albert Wood of Newbury, John Wood, owners; George W. Dennis, master. Reg. Sept. 28, 1848. Albert Wood of Newbury, John Wood, owners; James Cook, master. Reg. Sept. 19, 1849. Albert Wood of Newbury, John Wood, owners; James Cook, master. Reg. Apr. 5, 1850. Albert Wood of Newbury, John Wood, owners; James Cook, master. Reg. Aug. 26, 1851. Albert Wood, John Wood, owners; James Cook, master.

ORIENTAL, sch., 102 tons; built Amesbury, 1805; length, 65 ft. 4 in.; breadth, 19 ft.; depth, 9 ft. 6 in.; figure head, woman. Reg. Apr. 21, 1810. William Storey of Marblehead, owner; John U. Patten, master.

ORIENTAL, sch., 70 tons; built Salisbury, 1846; length, 65 ft. 3 in.; breadth, 17 ft. 4 in.; depth, 7 ft. ½ in.; billet head. Reg. Dec. 8, 1847. Solomon Dyer, James S. Pierce, Levi Young, William Stone of Chelsea, Arnold M. Jones, William Freeman, Isaiah Cole, Charles Freeman, Lot Hall, Niles Dyer, all of Wellfleet, owners; Arnold M. Jones, master.

ORIENTAL, sch., 197 tons; built East Machias, Me., 1856; length, 97 ft.; breadth, 27 ft. 1½ in.; depth, 8 ft. 6½ in.; billet head. Reg. May 28, 1861. Elisha G. Coffin, Machiasport, Me.; John F. Clapp, George W. Simpson, of New York; Benjamin A. Wiswall, Albert Brown, East Machias, Me., owners; Elisha G. Coffin, master.

ORION, brig, 141 tons; built Berkeley, 1796; length, 71 ft. 5 in.; breadth, 23 ft.; depth, 10 ft. 2 in. Reg. Nov. 29, 1803. John Pearson, Thomas M. Clark, owners; Charles Taylor, master. Reg. Aug. 3, 1804. Stephen Bartlett, John Pearson, Thomas M. Clark, Joshua Greenleaf, owners; Charles Taylor, master.

ORION, brig, 185 tons; built Amesbury, 1809; length, 87 ft. 5 in.; breadth, 23 ft. 11¾ in.; depth, 10 ft. 1 in. Reg. July 15, 1809. David Coffin, owner; Jonathan Eveleth, master.

ORION, of Newbury, bgtne., 224 tons; built Amesbury, 1809; length, 88 ft. 8 in.; breadth, 23 ft. 11½ in.; depth,

11 ft. 11¾ in. Reg. Nov. 14, 1815. Richard Pike of Newbury, owner; Daniel Stone, master.

ORION, sloop, 96 tons; built Medford, 1818; length, 67 ft. 9 in.; breadth, 22 ft. 1 in.; depth, 7 ft. 7 in.; billet head. Reg. Dec. 6, 1827. John L. Lawrence, Asa Frisbee, both of Kittery, Richard R. Waldron of Portsmouth, owners; Asa Frisbee, master.

ORLAND, brig, 125 tons; Plantation built, 1798; length, 76 ft. 2 in.; breadth, 23 ft. 4 in.; depth, 8 ft. 3 in. Reg. Sept. 19, 1800. William Williams, Joseph Lunt, owners; James Drisco, master.

ORLANDO, ship, 250 tons; built Bradford, 1801; length, 89 ft. 5 in.; breadth, 25 ft. 4 in.; depth, 12 ft. 8 in.; figure head, man. Reg. Dec. 28, 1801. Thomas March Clark, Orlando Bagley Merrill of Newbury, owners; Jonathan Titcomb, jr., master.

ORLANDO, barque, 269 tons; built Newburyport, 1856; length, 111 ft. 8 in.; breadth, 26 ft.; depth, 10 ft. 3 in.; billet head. Reg. May 22, 1856. James Merrill, owner; William Pritchard, master.

OSCAR, ship, 336 tons; built Newbury, 1810; length, 101 ft. 6 in.; breadth, 27 ft. 6 in.; depth, 13 ft. 9 in.; figure head, man. Reg. Dec. 7, 1810. Charles D. Coolidge and Samuel Hammond, both of Boston, Daniel Farley, owners; Daniel Farley, master.

OSCAR, pink stern sch., 54 tons; built Newburyport, 1820; length, 57 ft. 7 in.; breadth, 16 ft. 2 in.; depth, 6 ft. 8 in. Reg. May 2, 1820. Peter Grant of Hallowell, Me., Enoch Stickney, owners; John Jones, master.

OSSIPEE, ship, 152 tons; built Pepperrelboro, 1800; length, 73 ft. 4 in.; breadth, 21 ft. 10 in.; depth, 11 ft.; figure head, Indian. Reg. July 3, 1804. Leonard Smith, Nath[anie]l Smith, owners; Samuel Chandler, master.

OSSIPEE, barque, 231 tons; built Scarborough, 1810; length, 87 ft. 7 in.; breadth, 25 ft. 1 in.; depth, 12 ft. 1 in. Reg. Nov. 5, 1810. Leonard Smith, owner; Leonard Smith, jr., master. Reg. Dec. 30, 1811. John Pettingel, owner; Parker Roberts, master. Reg. Mar. 25, 1812. John Pettin-gel, William Williams, owners; William Williams, master.

OTHO, sloop, 83 tons; built Saco, Me., 1807; length, 66 ft. 5 in.; breadth, 20 ft. 11 in.; depth, 7 ft. Reg. Sept. 10, 1831. Benjamin Hillier of Gloucester; Benjamin Goodridge, jr., of Biddeford, Me., owners; Benjamin Hillier, master.

OTTER, brig, 238 tons; built Newbury, 1808; length, 90 ft. 3 in.; breadth, 24 ft. 6 in.; depth, 12 ft. 3 in. Reg. Nov. 16, 1808. Charles Atkinson, Oliver Keating, both of Boston, owners; Samuel B. Harris, master.

OTTER, sch., 87 tons; built Amesbury, 1817; length, 64 ft. 10 in.; breadth, 19 ft. 1½ in.; depth, 8 ft. Reg. Oct. 3, 1821. William Davis, owner; Samuel Brown, master.

OTTER, bgtne., 121 tons; built Amesbury, 1817; length, 65 ft. 1 in.; breadth, 19 ft. 1½ in.; depth, 11 ft. 3 in.; billet head. Reg. May 25, 1822. John Wood, owner; Robert Bayley, jr., master. Reg. June 13, 1827. John Stone, William Titcomb, owners; William Titcomb, master. Reg. Feb. 17, 1827. Amos Noyes, owner; William Titcomb, master. Reg. Sept. 24, 1829. John Stone, owner; Samuel Butman, master. Reg. Mar. 16, 1832. William Remick, Joseph Stover, jr., Stephen Thurston, owners; John H. Remick, master. Reg. Jan. 9, 1834. William Remick, Joseph Stover, jr., Samuel Knapp, jr., owners; Samuel Knapp, jr., master.

P. H. CURTIS, brig, 229 tons; built Harpswell, Me., 1850; length, 95 ft. 8 in.; breadth, 24 ft. 7¾ in.; depth, 10 ft.; billet head. Reg. Aug. 13, 1863. E. S. Johnson of Dunham, Elisha Potter Bowdin and Elisha Hodgkins of Essex, George A. Tucker of Cape Elizabeth, William Ross and Cyrus Sturtevant, Henry S. Gregg, Thomas B. Cook and W. Ayers, George S. Hunt, all of Portland, A. H. Curtis, Lemuel H. Stover, Thomas W. Eaton of Harpswell, Me., G. S. Long of Yarmouth, William M. Corbett of Brunswick, owners; G. A. Tucker, master.

PACIFIC, ship, 531 tons; built Newbury, 1843; length, 138 ft.; breadth, 28 ft. 11 in.; depth, 14 ft. 5½ in.; billet head. Reg. Oct. 19, 1843. Thomas Hale, Josiah L. Hale, Joshua Hale, all of New York, Ebenezer Hale of Newbury, owners; Samuel Goodhue, master.

PACKET, ship, 287 tons; built Newbury, 1797; length, 95 ft. 1 in.; breadth, 26 ft. 3 in.; depth, 13 ft. 1½ in.; figure head, man. Reg. May 10, 1797. George Watson, Andrew Leach, both of Boston, owners; John Trott, master.

PACKET, barque, 169 tons; built Newbury, 1804; length, 74 ft. 2 in.; breadth, 23 ft. 1¼ in.; depth, 11 ft. 6⅝ in.; figure head, man. Reg. Sept. 2, 1806. Robert Hooper, jr., John Hooper, William Reed, all of Marblehead, owners; Robert Hooper, master. Reg. May 22, 1804. Leonard Smith, owner; Ezra Lowell, master.

PACKET, ship, 281 tons; built Newbury, 1810; length, 95 ft. 1 in.; breadth, 25 ft. 11 in.; depth, 12 ft. 11½ in.; figure head, man. Reg. Dec. 29, 1810. Joseph Wiggin, Timothy Wiggin, both of Boston, owners; Zenas Rogers, master.

PACKET, sch., 36 tons; built Sedgwick, 1812; length, 50 ft. 4 in.; breadth, 14 ft.; depth, 5 ft. 11 in. Reg. Dec. 18, 1813. John Wood, John Boardman, John Buck, Thomas Carter of Newbury, Tristram Chase, Nicholas Johnson, jr., Nathaniel Knap, jr., owners; John Brockway, master.

PACKET, sloop, 67 tons; built Haverhill, 1813; length, 61 ft. 9 in.; breadth, 18 ft. 7 in.; depth, 7 ft. Reg. Dec. 18, 1819. David Pulsifer of Salem, owner; Ebenezer Pulsifer, master.

PACKET, sch., 80 tons; built Warren, 1816; length, 64 ft. 10½ in.; breadth, 21 ft. 8½ in.; depth, 6 ft. Reg. May 24, 1820. Solomon L. Howes of Bucksport, James W. Mead of Warren, owners; Solomon L. Howes, master.

PACKET, bgtne., 127 tons; built Newbury, 1817; length, 67 ft. 3 in.; breadth, 20 ft. ¾ in.; depth, 10 ft. 11½ in.; billet head. Reg. Nov. 6, 1819. John Coombs of Newbury, George Campbell, Philip Coombs, owners; George Campbell, master. Reg. Aug. 7, 1817. John Coombs of Newbury, George Campbell, Philip Coombs, owners; George Campbell, master.

PALESTINE, brig, 212 tons; built Salisbury, 1855; length, 96 ft. 9 in.; breadth, 25 ft. 1 in.; depth, 9 ft. 10 in.; figure head, eagle. Reg. Nov. 16, 1855. Francis Kenniston, Jonathan Kenniston, J. W. Kenniston, George Kenniston, all of Salisbury, owners; Henry Leman, master. Reg. Sept. 9, 1857. Richard W. Holmes, Isaac Brewster, Samuel Rogers, all of Plymouth, owners; Samuel Rogers, master.

PALLAS, brig, 102 tons; built Newbury, 1837; length, 66 ft. 3 in.; breadth, 19 ft. 3 in.; depth, 9 ft. 3 in.; billet head. Reg. Jan. 28, 1843. John N. Cushing, Henry Johnson, owners; Avery Sylvester, master.

PALOS, brig, 276 tons; built Newbury, 1832; length, 107 ft. 8 in.; breadth, 23 ft. 8½ in.; depth, 10 ft. 11¼ in.; billet head. Reg. Jan. 24, 1832. John N. Cushing, Henry Johnson, Caleb Cushing, owners; Henry Shoof, master. Reg. Nov. 10, 1842. Philip J. Cushing, Henry Johnson, Caleb Cushing, John N. Cushing, owners; George H. Flanders, master.

PARACHUTE, ship, 330 tons; built Newbury, 1827; length, 106 ft. 4 in.; breadth, 26 ft. 4 in.; depth, 13 ft. 2 in.; billet head. Reg. Feb. 9, 1827. Thomas Buntin, Henry Frothingham, Samuel Nichols, all of Newburyport, Ephraim Wildes of Boston, owners; Samuel Nichols, master. Reg. May 1, 1829. William Wildes of Boston, Thomas Buntin, Henry Frothingham, Samuel Nichols, owners; Samuel Nichols, master.

PANCHITA, barque, 233 tons; built Cohasset, 1839; length, 101 ft. 11 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 2 in.; billet head. Reg. June 29, 1839. Robert Bayley, Robert Bayley, jr., Charles M. Bayley, owners; Charles M. Bayley, master. Reg. Apr. 7, 1848. Robert Bayley, Robert Bayley, jr., Charles M. Bayley, owners; John S. Bayley, master.

PARAGON, sch., 82 tons; built Newburyport, 1816; length, 68 ft. 3 in.; breadth, 18 ft. 5½ in.; depth, 7 ft. 5½ in. Reg. Apr. 23, 1816. Samuel Smith, Abraham Edwards, Richard Picket, Robert Curry, all of Beverly, owners; Samuel Smith, master.

PARAGON, sch., 56 tons; built Salisbury, 1832; length, 57 ft.; breadth, 16 ft. 8 in.; depth, 6 ft. 10 in. Reg. Mar. 25, 1833. Stephen Sawyer of Charlestown, Benson Leavitt, Joseph M. Leavitt, both of Boston, owners; Nathaniel Page, master.

PARIS, round tuck brig, 270 tons; built Salisbury, 1830; length, 104 ft. 1 in.; breadth, 23 ft. 11 in.; depth, 11 ft. 11½ in.; billet head. Reg. July 6, 1830. John Wills of Newbury, Mark Symonds, Thomas Perkins, Enoch Osgood, owners; Mark Symonds, master. Reg. Oct. 8, 1832. John Wills of Newbury, Mark Symonds, owners; Richard Pickett, master.

PARRIOT, sloop, 51 tons; built Ipswich, 1787; length, 54 ft. 8 in.; breadth, 17 ft. 8 in.; depth, 6 ft. 3 in. Reg. Nov. 23, 1790. William Bartlet, owner; Ezra Lowell, master.

PARROT, sch., 83 tons; built Haverhill, 1808; length, 64 ft. 4 in.; breadth, 19 ft. 1¼ in.; depth, 7 ft. 10 in. Reg. Nov. 20, 1809. David Coffin, owner; Ephraim Atkins, master. Reg. Apr. 29, 1811. Thomas Merrill of Portland, owner; William Merrill, master.

PARTHENIA, ship, 849 tons; built Newburyport, 1852; length, 160 ft.; breadth, 34 ft.; depth, 17 ft.; billet head. Reg. Sept. 18, 1852. Charles Hill of Boston, Moses Davenport, John Osgood, John Currier, jr., Henry Shoof, owners; Henry Shoof, master.

PATRIOT, ship, 265 tons; built Amesbury, 1794; length, 89 ft. 10 in.; breadth, 26 ft. $\frac{1}{2}$ in.; depth, 13 ft. $\frac{1}{4}$ in. Reg. Mar. 24, 1795. Tristram Coffin, John Coffin Jones of Boston, owners; John Somerby, master.

PATRIOT, sch., 83 tons; built Salisbury, 1817; length, 66 ft. 9 in.; breadth, 18 ft. 9 in.; depth, 7 ft. $7\frac{1}{2}$ in. Reg. July 10, 1817. James Goodwin, Joshua O. Bowden, of Marblehead, owners; James Goodwin, master.

PATTY, sch., 56 tons; built Scituate, 1785; length, 55 ft. 9 in.; breadth, 17 ft. 8 in.; depth, 6 ft. 9 in. Reg. July 9, 1795. Richard Pike, owner; Joseph Toppan, master. Reg. June 13, 1796. Richard Pike, Joseph Toppan, owners; Abel Stanwood, master.

PATTY, bgtne., 163 tons; built Newburyport, 1791; length, 74 ft.; breadth, 22 ft. 8 in.; depth, 11 ft. 4 in. Reg. Feb. 11, 1792. Edward Milner of Philadelphia, Pa., owner; Nathaniel Fowler, master.

PAUL JONES, sch., 59 tons; built Salisbury, 1819; length, 58 ft. 7 in.; breadth, 16 ft. 1 in.; depth, 7 ft. $11\frac{1}{2}$ in. Reg. Oct. 29, 1819. Lewis Lowell of Newbury, Robert Fowler, Paul Beckford, both of Salisbury, owners; Paul Beckford, master. Reg. Feb. 19, 1824. Robert Fowler, Enoch Fowler, both of Salisbury, owners; Paul Bickford, master. Reg. Feb. 2, 1830. James Fowler, Jacob R. Currier, both of Salisbury, owners; James Fowler, master. Reg. Mar. 24, 1831. Joseph T. Chase, John Pike Brown, James Witham, Charles Titcomb, owners; James Witham, master.

PEACE, bgtne., 175 tons; built Salisbury, 1789; length, 76 ft. 9 in.; breadth, 23 ft.; depth, 11 ft. 6 in. Reg. Dec. 14, 1789. William Coombs, owner; Moses Tenney, master.

PEACE, ship, 235 tons; built Amesbury, 1789; length, 85 ft. 10 in.; breadth, 25 ft. 2 in.; depth, 12 ft. 7 in.; figure head. Reg. Jan. 13, 1790. Joseph Antonio de Murietta, owners; Joseph Antonio de Murietta, master. Reg. May 16, 1794; 229 tons. Ebenezer Stocker, owner; Andrew Farrall, master.

PEACE, brig, 81 tons; built Amesbury, 1798; length, 61 ft. 5 in.; breadth, 18 ft. 9 in.; depth, 8 ft. 3 in. Reg. May 24, 1799. Edward Toppan, Amos Atkinson of Newbury, owners; Michael Smith, master. Reg. Feb. 9, 1804. Edward Toppan, Amos Atkinson of Newbury, owners; John P. Clark, master. Reg. Apr. 18, 1805. Edward Toppan, Samuel Chase, owners; Josiah Bartlet, master. Reg. Apr. 23, 1806;

93 tons; figure head, woman. Edward Toppan, Samuel Chase, owners; Edward Swain, master.

PEACE, sch., 91 tons; built Amesbury, 1805; length, 66 ft. 7 in.; breadth, 19 ft. 11½ in.; depth, 8 ft.; figure head. Reg. Nov. 23, 1805. Richard Currier, Richard Currier, jr., both of Amesbury, John Brown, Lowell Brown, Samuel Lock, Winthrop Dow, jr., David Boyd, all of Seabrook, N. H., owners; Richard Williams, master. Reg. Dec. 10, 1806. Lowel Brown of Seabrook, N. H., Jeremiah Todd, Reuben Eaton, owners; Abel Stanwood, master. Reg. May 15, 1809. Edmund Wingate, owner; Edmund Wingate, master.

PEACE, sch., 35 tons; built Newburyport, 1814; length, 48 ft. 3 in.; breadth, 13 ft. 7½ in.; depth, 6 ft. 2½ in. Reg. Apr. 2, 1824. Daniel Cogswell, George W. Heard, both of Ipswich, owners; John Prundy, master. Reg. June 15, 1839. Isaac Clark, jr., of Belfast, Me., owner; Isaac Clark, jr., master.

PEACE, sch., 110 tons; built Newbury, 1815; length, 65 ft. 4 in.; breadth, 21 ft.; depth, 9 ft. 6 in. Reg. Mar. 27, 1815. Joshua Carter, owner; Thomas Cross, master. Reg. May 28, 1816; altered to a bgtne. Joshua Carter, owner; Amos Dennis, master. Reg. Mar. 24, 1818. Joshua Carter, John Wood, owners; Benjamin Wyatt, master.

PEACE AND PLENTY, bgtne.; "Was a prize but on May 16, 1789, belonging and thereafter continued to belong wholly to a Citizen of the United States"; length, 61 ft. 2 in.; breadth, 19 ft. 8 in.; depth, 9 ft. 10 in. Reg. Apr. 14, 1790. Joseph Marquand, owner; Joseph Obrien, master.

PEACE AND PLENTY, sch., 37 tons; built Ipswich, 1797; length, 46 ft. 6 in.; breadth, 14 ft. 6 in.; depth, 6 ft. 7 in. Reg. Aug. 12, 1815. James Flanders and Ephraim B. Wadleigh, both of Salisbury, owners; James Rowell, master.

PEACE AND PLENTY, sch., 94 tons; built Haverhill, 1805; length, 67 ft.; breadth, 20 ft. 5½ in.; depth, 8 ft. ½ in. Reg. Dec. 5, 1806. John Gardner of Salem, owner; Joseph Thompson, master.

PEACE AND PLENTY, sch., 53 tons; "Sold by Virtue of a Warrant from the Honble John Davis, Judge of the District Court, holden at Boston, dated 1814, as appears by a Certificate of Enrolment No. 62 issued in this District on the 14 day of Nov. 1815 now surrendered"; length, 55 ft. 6 in.; breadth, 17 ft. 6 in.; depth, 6 ft. 6 in. Reg. Jan. 27, 1816. Joseph Edwards of Newburyport, Lowell Brown of Hampton Falls, owners; William Bartlet, master. Reg. Nov. 21, 1817.

Lowell Brown of Hampton Falls, N. H., Joseph Edwards, John Dodge, 3d, owners; Alexander Livingston, master. Reg. Dec. 12, 1818. Lowell Brown of Hampton Falls, N. H., Joseph Edwards, John Dodge, 3d, owners; Henry C. Jaques, master.

PEACOCK, pink stern sch., 41 tons; built Newburyport, 1819; length, 56 ft. 1 in.; breadth, 14 ft. 8 in.; depth, 7 ft. Reg. Nov. 10, 1819. Moses Emery, Benjamin Hale, owners; Henry Furlong, master. Reg. Dec. 27, 1820. Moses Emery, Benjamin Hale, owners. Reg. Mar. 19, 1823. Ebenezer H. Little, Daniel Edes, both of Boston, owners; Ebenezer H. Little, master.

PEARL, sch., 60 tons; built Salisbury, 1817; length, 54 ft. 8 in.; breadth, 17 ft. 9 in.; depth, 7 ft. 4 in. Reg. Mar. 26, 1838. John Clark, jr., of Portsmouth, N. H., owner; John Clark, jr., master.

PEARL, sch., 31 tons; built Newburyport, 1850; length, 48 ft. 10 in.; breadth, 15 ft. 9 in.; depth, 4 ft. 10 in.; billet head. Reg. July 16, 1850. John C. Howard of Salem, owner; Ebenezer Ames, master.

PEGGY, bgtne., 150 tons, built Haverhill, 1785; length, 72 ft. 5 in.; breadth, 22 ft.; depth, 11 ft. Reg. Feb. 5, 1790. Benjamin Willis of Haverhill, owner; William Knap, master.

PEGGY, sch., 60 tons; built Newburyport, 1790; length, 57 ft. 3 in.; breadth, 16 ft. 8 in.; depth, 7 ft. 4 in. Reg. Oct. 7, 1790. George Searle, Joseph Tyler, owners; Samuel Chase, master.

PEGGY, ship, 212 tons; built Newburyport, 1793; length, 81 ft. 4 in.; breadth, 24 ft. 8 in.; depth, 12 ft. 4 in. Reg. Oct. 1, 1793. William Farris, Ebenezer Stocker, William Deakins, jr., and Frederick Delins, both of Georgetown, Md., owners; Henry Lunt, master.

PEGGY, sch., 92 tons; built Camden, 1796; length, 68 ft. 6 in.; breadth, 21 ft. 6 in.; depth, 7 ft. 4 in. Reg. Feb. 4, 1802. Abraham Wheelwright, Ebenezer Wheelwright, of Newbury, owners; William Greenough, master.

PEGGY, sch., 73 tons; built Bristol, 1808; length, 69 ft. 4 in.; breadth, 18 ft. $\frac{3}{4}$ in.; depth, 6 ft. 5 in. Reg. Apr. 25, 1815. John P. Clark of Newbury, Mathias Varina, owner; John P. Clark, master. Reg. Mar. 27, 1816. Mathias Varina, owner; Mathias Varina, master.

PEGGY AND POLLY, sch., 79 tons; built Newbury, 1790; length, 62 ft. 7 in.; breadth, 18 ft. 8 in.; depth, 7 ft. 11 in. Reg. Apr. 23, 1790. Lawrence Spitzenfield of Salisbury,

owner; William Shapley, master. Reg. Nov. 1, 1793. Lawrence Spitzenfield, Nicholas Spitzenfield, owners; Moses Brown, master.

PEGGY AND POLLY, sch., 84 tons; built Bristol, 1791; length, 67 ft.; breadth, 20 ft. 4 in.; depth, 7 ft. 2 in. Reg. Dec. 27, 1794. Abraham Jackson, owner; Thomas Jackson, master. Reg. Dec. 14, 1797. Anthony Davenport, Moses Davenport, John Davenport, owners; Henry Richardson, master. Reg. Feb. 14, 1799. Anthony Davenport, John Davenport, Moses Davenport, owners; William Griffin, master. Reg. Dec. 24, 1800. John Davenport, Pardon Brockway, owners; John D. Farley, master. Reg. Nov. 19, 1802. James Potter, Benjamin Newman, owners; Benjamin Newman, master. Reg. Aug. 18, 1803. James Potter, Benjamin Newman, owners; Charles Cook, jr., master. Reg. Jan. 28, 1804. Benjamin Newman and James Potter, owners; Benjamin Newman, master. Reg. Sept. 2, 1805. Joshua Rich, Joshua Rich, jr., Asa Turner, 2d, Calvin Turner, jr., Osgood Frye, all of Buckstown, owners; Calvin Turner, master.

PELICAN, sch., 84 tons; built Amesbury, 1817; length, 63 ft. 8 in.; breadth, 19 ft. 3 in.; depth, 8 ft. Reg. Aug. 24, 1822. William Davis, owner; Bailey Chase, master.

PELICAN OF BEVERLY, sch., 84 tons; built Amesbury, 1817; length, 63 ft. 8 in.; breadth, 19 ft. 3 in.; depth, 8 ft. Reg. Apr. 13, 1824. Jonathan Foster, Ezra Foster, both of Beverly, owners; Hezekiah Foster, master.

PEMBROKE, sch., 84 tons; built Newburyport, 1830; length, 65 ft. 1 in.; breadth, 18 ft.; depth, 8 ft. 1 in.; billet head. Reg. Jan. 5, 1831. Elijah Briggs of Newbury, Henry Brown, owners; Jesse Burnham, master. Reg. June 10, 1831. Joseph Stover, jr., Charles Wills, owners; Henry Brown, master.

PERSEVERANCE, ship, 245 tons; built Haverhill, 1794; length, 88 ft.; 9 in.; breadth, 25 ft. 2 in.; depth, 12 ft. 7 in. Reg. Dec. 15, 1794. Simon Forrester of Salem, owner; John Tittle, master.

PERSEVERANCE OF IPSWICH, ship, 292 tons; built Salisbury, 1804; length, 92 ft. 5 in.; breadth, 27 ft.; depth, 13 ft. 6 in.; figure head, woman. Reg. Mar. 9, 1805. Robert Follansbee of Salisbury, Joseph Swasey, Daniel Rogers, jr., both of Ipswich, owners; Rob[er]t Follansbee, master.

PERSIA, ship, 331 tons; built Newbury, 1834-5; length, 116 ft. 6½ in.; breadth, 24 ft. 11 in.; depth, 12 ft. 5½ in.; billet head. Reg. Jan. 28, 1835. Ebenezer Hale, Thomas

Hale, jr., Joshua Hale, all of Newbury, Josiah Hale of New York, owners; Thomas Hale, jr., master. Reg. June 13, 1836. William P. Johnson, Eleazar Johnson, Joseph Johnson, owners; Samuel Knapp, master.

PERU, sch., 68 tons; built Newbury, 1837; length, 63 ft. 2 in.; breadth, 17 ft. 5 in.; depth, 7 ft. 1 in.; billet head. Reg. Dec. 30, 1839. Charles Currier, owner; Enoch Gerrish, master. Reg. Jan. 22, 1842. Charles Currier, owner; Jonathan Whittmore, master. Reg. Jan. 16, 1843. Charles Currier, owner; James Allen, master.

PERU, sch., 132 tons; built Waldoboro, Me., 1838; length, 81 ft. 6 in.; breadth, 22 ft. 11 in.; depth, 8 ft. 1 in.; billet head. Reg. June 9, 1849. George Johnston of Bremen, Me., James Johnston, George Sproul, John Bulfinch, William Sproul, Morton Johnston, Benjamin Roberts, Arthur C. Johnston, all of State of Maine; owners; George Johnston, master.

PERUVIAN, sch., 91 tons; built Quincy, 1829; length, 68 ft. 8 in.; breadth, 18 ft. 9½ in.; depth, 8 ft. 1 in.; figure head. Reg. Oct. 17, 1832. John N. Wills, Charles Wills, owners; Mayo Gerrish, master.

PETER, bgtne., 178 tons; built Newburyport, 1794; length, 75 ft. 6 in.; breadth, 23 ft. 6 in.; depth, 11 ft. 9 in. Reg. Nov. 11, 1794. Peter Le Breton, owner; Nathaniel Nowell, master. Reg. July 13, 1801. Peter Le Breton, owner; Peter Le Breton, jr., master.

PETREL, sch., 74 tons; built Bradford, 1815; length, 61 ft. 4 in.; breadth, 18 ft. 1¼ in.; depth, 7 ft. 9¼ in. Reg. Aug. 18, 1815. William Leech of Beverly, owner; Timothy Standley, master.

PETREL, sch., 82 tons; built Newbury, 1840; length, 63 ft. 6 in.; breadth, 18 ft. 1 in.; depth, 8 ft. 2½ in. Reg. Apr. 3, 1840. Edward Stone, Samuel Endicott, Albert Thorndike, all of Beverly, owners; Alfred Rea, master.

PEW, sch., 68 tons; built Newbury, 1837; length, 63 ft. 2 in.; breadth, 17 ft. 5 in.; depth, 7 ft. 1 in.; billet head. Reg. Nov. 21, 1846. Charles Currier of Newburyport, owner; Benjamin Small, master.

PHEBE, sch., 52 tons; built Salisbury, 1809; length, 55 ft. 2 in.; breadth, 16 ft. 7 in.; depth, 6 ft. 8 in. Reg. Nov. 22, 1809. David Currier of Amesbury, James Rowell of Salisbury, owners; James Rowell, master.

PHEBE, bgtne., 104 tons; built Salisbury, 1815; length, 62 ft. 10 in.; breadth, 19 ft. ¾ in.; depth, 10 ft. 1½ in.;

figure head, woman. Reg. Mar. 27, 1816. John Boardman, owner; John Taylor, master.

PHEBE, bgtne., 104 tons; built Salisbury, 1815; length, 52 ft. 10 in.; breadth, 19 ft. $\frac{3}{4}$ in.; depth, 10 ft. $1\frac{1}{2}$ in.; figure head, woman. Reg. Sept. 17, 1817. Joseph Proctor and John Proctor, both of Marblehead, owners; Joseph Proctor, master.

PHENIX, sch., 54 tons; built Portland, 1793; length, 55 ft. 7 in.; breadth, 16 ft. 3 in.; depth, 6 ft. 2 in. Reg. Apr. 11, 1804. Amos Toppan, owner; Moses Knight, master.

PHILO, sch., 70 tons; built Salisbury, 1816; length, 58 ft. 10 in.; breadth, 18 ft. 3 in.; depth, 7 ft. $7\frac{1}{2}$ in. Reg. July 15, 1817. Richard Morrill and David Plummer, both of Amesbury, James Clarkson of Gloucester, owners; James Clarkson, master.

PHOENIX, sch., 54 tons; built Portland, 1793; length, 55 ft. 7 in.; breadth, 16 ft. 3 in.; depth, 6 ft. 2 in. Reg. Oct. 5, 1813. Samuel Rea of Salem, owner; Timothy Haraden, master.

PHOENIX, sch., 108 tons; built Amesbury, 1797; length, 68 ft. 2 in.; breadth, 20 ft. $7\frac{1}{2}$ in.; depth, 8 ft. $11\frac{1}{2}$ in. Reg. July 14, 1797. Edward Goodrich, Samuel Greenleaf of Newbury, owners; Henry Parsons, master. Reg. Feb. 8, 1798. Daniel Farley, John Denison Farley, owners; John D. Farley, master.

PICKERING, bgtne., 255 tons; built Newbury, 1811; length, 94 ft.; breadth, 24 ft. $9\frac{1}{2}$ in.; depth, 12 ft. $4\frac{3}{4}$ in.; figure head, woman. Reg. Oct. 23, 1811. Elias Davis of Gloucester, Fitz William Sargeant, owners; Elias Davis, master.

PILGRIM, sch., 58 tons; built Newburyport, 1789; length, 54 ft. 8 in.; breadth, 16 ft. 8 in.; depth, 7 ft. 5 in. Reg. Dec. 14, 1793. Benjamin Perkins, owner; Samuel Lufkin, master. Reg. Dec. 15, 1794. Benjamin Perkins, owner; Samuel Lufkin, master. Reg. Dec. 28, 1796. Benjamin Perkins, owner; William Griffin, master.

PILGRIM, ship, 288 tons; built Amesbury, 1804; length, 91 ft. 6 in.; breadth, 27 ft.; depth, 13 ft. 6 in. Reg. Jan. 19, 1805. Abraham Wheelwright, Eben[eze]r Wheelwright, Jeremiah Wheelwright, owners; Jeremiah Wheelwright, master. Reg. Mar. 14, 1811. Abraham Wheelwright and Ebenezer Wheelwright, both of Newbury, owners; John Wills, jr., master. Reg. Oct. 13, 1812. Abraham Wheelwright and Ebenezer Wheelwright, both of Newbury, Robert Jenkins, Peter Le Breton, jr., owners; Nicholas Brown, jr.,

master. Reg. Mar. 9, 1815. Abraham Wheelwright, Robert Jenkins, Ebenezer Wheelwright and Peter Le Breton, of Newbury, owners; Jeremiah Wheelwright, master.

PILGRIM, brig, 269 tons; built Newbury, 1808; length, 91 ft. 8 in.; breadth, 25 ft. 11 in.; depth, 12 ft. 11½ in. Reg. Nov. 17, 1808. Richard Gardner of Salem, owner; Richard Gardner, master.

PILGRIM, sch., 56 tons; built Edgecomb, Me., 1821; length, 52 ft. 11½ in.; breadth, 15 ft. 11¾ in.; depth, 7 ft. 11 in. Reg. Feb. 2, 1829. John Standley, Nicholas Standley, jr., owners; Nicholas Standley, master.

PIONEER, ship, 319 tons; built Newbury, 1822; length, 102 ft. 9 in.; breadth, 26 ft. 5¼ in.; depth, 13 ft. 2¾ in.; billet head. Reg. Aug. 13, 1822. Samuel Whitwell, jr., George Bond, Benjamin Seaver, all of Boston, Paul Simpson, owners; John H. Titcomb, master. Reg. Nov. 20, 1822. Henry Dangerfield, Eleazer Crabtree, Hugh Smith, Thomas Smith, William Fowle, all of Alexandria, D. C., owners; Eleazer Crabtree, master.

PLANET, sch., 122 tons; built Newbury, 1819; length, 78 ft. 3 in.; breadth, 21 ft. 9 in.; depth, 8 ft. 2½ in. Reg. July 23, 1819. Moses Pike, 3d, of Salisbury, Joseph Patch, Pardon Brockway, George Norton, owners; Moses Pike, master. Reg. Nov. 8, 1821. Moses Pike, 3d, of Salisbury, Pardon Brockway, Joseph Patch, George Norton, owners; David Wood, jr., master. Reg. Apr. 12, 1823. Moses Pike, 3d, of Salisbury, Pardon Brockway, Joseph Patch, George Norton, owners; Theophilus Poor, master. Reg. Jan. 31, 1825. Pardon Brockway, Joseph Patch, George Norton, Moses Pike, 3d, of Salisbury, owners; Moses Pike, 3d, master.

PLANET, sch., 163 tons; built Newbury, 1819; length, 78 ft. 7 in.; breadth, 21 ft. 9 in.; depth, 10 ft. 10½ in.; figure head. Reg. Feb. 24, 1827; altered to a brig; 163 tons. Pardon Brockway, Joseph Patch, John N. Cushing, all of Newburyport, Moses Pike, 3d, of Salisbury, owners; Moses Pike, 3d, master. Reg. Sept. 8, 1827. John Wills, jr., owner; Mayo Gerrish, master. Reg. Aug. 10, 1830. Stephen Tilton, owner; David B. Lecraw, master. Reg. June 26, 1832. Stephen Tilton, Stephen Thurston, Joseph Stover, jr., owners; Joseph Stover, master. Reg. Apr. 8, 1833. Stephen Thurston, Joseph Stover, jr., owners; Joseph Stover, master.

PLANT, bgtne., 208 tons; built Amesbury, 1818; length, 86 ft. 2 in.; breadth, 23 ft. 5 in.; depth, 11 ft. 8½ in.; billet head. Reg. Sept. 21, 1818. Thomas Carter of New-

bury, Samuel Walton of Salisbury, owners; Ammi Smith, master.

PLEDGE, sch., 57 tons; built Amesbury, 1845; length, 58 ft. 10 in.; breadth, 16 ft. 5 in.; depth, 6 ft. 10 in.; billet head. Reg. Jan. 17, 1848. Sears Rich of Truro, owner.

PLOUGH BOY, sloop, 66 tons; built Haddam, Conn., 1823; length, 59 ft. 4 in.; breadth, 21 ft. 3 in.; depth, 6 ft. 5 in.; figure head, a scroll. Reg. July 1, 1824. John T. Balch, Richard Bartlet, jr., John Brown, jr., owners; John Brown, jr., master. Reg. July 3, 1828. Oliver Walker and William Jefferts, both of Kennebunk, Me., owners; Oliver Walker, master.

PLUTARCH, ship, 356 tons; built Newbury, 1824; length, 109 ft. 3 in.; breadth, 27 ft.; depth, 13 ft. 6 in.; billet head. Reg. Sept. 16, 1824. Robert Jenkins, Paul Simpson, Eleazar Johnson, Peter Le Breton of Newbury, owners; William Graves, master. Reg. Nov. 24, 1829. William P. Johnson, Eleazar Johnson, Robert Jenkins, Joseph Johnson, owners; William P. Johnson, master.

PLYMOUTH, barque, 218 tons; built Guilford, Conn., 1848; length, 92 ft. 10 in.; breadth, 24 ft. 9 in.; depth, 10 ft. 9 in.; billet head. Reg. Aug. 24, 1853. Stephen Coker, Charles Marsh, Benjamin Davis, Nicholas Varina, owners; Charles E. Coker, master.

POCAHONTAS, ship, 300 tons; built Haverhill, 1816; length, 98 ft.; breadth, 26 ft. $4\frac{1}{2}$ in.; depth, 13 ft. $2\frac{1}{8}$ in. Reg. Oct. 24, 1816. John Holland of Boston, Nathaniel Howland, owners; Nathaniel Howland, master.

POCAHONTAS, brig, 281 tons; built Newbury, 1830; length, 105 ft. 4 in.; breadth, 24 ft. $3\frac{1}{2}$ in.; depth, 12 ft. $1\frac{3}{4}$ in.; billet head. Reg. July 10, 1830. John N. Cushing, Henry Johnson, owners; Thomas A. Smith, master.

POLLY, sch., 46 tons; built Newmarket, N. H., 1785; length, 52 ft.; breadth, 15 ft. 6 in.; depth, 6 ft. 9 in. Reg. Dec. 16, 1789. Abel Greenleaf, Ebenezer Perkins, owners; William Davis, master.

POLLY, bgtne., 123 tons; built Haverhill, 1785; length 65 ft. 3 in.; breadth, 21 ft. 1 in.; depth, 10 ft. $6\frac{1}{2}$ in. Reg. Jan. 20, 1790. Joseph Stanwood, owner; Abraham Wheelwright, master.

POLLY, sch., 66 tons; built Bradford, 1785; length 58 ft. 3 in.; breadth, 17 ft. 1 in.; depth, 7 ft. 8 in. Reg. April 5, 1790. William Bartlet, owner; Benjamin Maley, master. Reg. Oct. 4, 1791; altered to a bgtne. William Bartlet,

Moses Brown, owners; Edward Preble, master. Reg. May 17, 1793. Joshua Carter, owner; Thomas Carter, master. Reg. March 5, 1795; 87 tons. Thomas Carter, owner; Thomas Carter, master.

POLLY, sch., 110 tons; built Brunswick, 1785; length, 73 ft.; breadth, 21 ft. 5 in.; depth, 8 ft. 1 in. Reg. Jan. 28, 1799. Nathaniel Knap, owner; Ephraim Hutchins, master. Reg. Nov. 27, 1799. Nathaniel Knap, owner; George Nowell, master.

POLLY, sch., 35 tons; built Amesbury, 1787; length, 45 ft. 11 in.; breadth, 14 ft. 6 in.; depth, 6 ft. 3 in. Reg. May 10, 1797. Philip Coombs, Jeremiah Nelson, Moses Savory of Newbury, owners; William Bartlet, master. Reg. Dec. 2, 1789. Amos Noyes, Abner Toppan, owners; Stanton Prentice, master.

POLLY, bgtne., 159 tons; built Salisbury, 1787; length, 73 ft. 4 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in. Reg. Jan. 11, 1790. Samuel Bailey, owner; Daniel Elliot, master. Reg. Dec. 28, 1791. Moses Brown, owner; Samuel Chandler, master.

POLLY, sch., 68 tons; built Haverhill, 1787; length, 60 ft. 5 in.; breadth, 17 ft. 6 in.; depth, 7 ft. 6 in. Reg. Mar. 15, 1790. Benjamin Harrod, owner; Joseph Wadleigh, master. Reg. July 9, 1794. Simon Wiggan, James Thurston, both of Exeter, N. H., owners; John Marble, master.

POLLY, sch., 44 tons; built Newburyport, 1788; length, 50 ft. 6 in.; breadth, 15 ft. 4 in.; depth, 6 ft. 8 in. Reg. Feb. 10, 1794. Benjamin Perkins, owner; Henry Stover, master.

POLLY, bgtne., 116 tons; built Amesbury, 1789; length, 65 ft.; breadth, 20 ft. 6 in.; depth, 10 ft. 3 in. Reg. Jan. 9, 1790. George Searle, Joseph Tyler, owners; Samuel Chase, master.

POLLY, sloop, built Glastonbury, Conn., 1789; length, 58 ft. 8 in.; breadth, 18 ft. 1 in.; depth, 6 ft. 11 in. Reg. Oct. 31, 1793. Jonathan Gage, John Balch, owners; William Milbery, master.

POLLY, bgtne., 180 tons; built Salisbury, 1790; length, 77 ft. 1 in.; breadth, 23 ft. 4 in.; depth, 11 ft. 8 in. Reg. Dec. 13, 1790. Joshua Folinsbe of Salisbury, owner; Abner Lowell, master.

POLLY, sloop, 33 tons; built Ipswich, 1792; length, 46 ft. 9 in.; breadth, 14 ft. 5 in.; depth, 5 ft. 9 in. Reg. July 8, 1803. Enoch Hale, Oliver Hale, both of Newbury, Levi

Stevens of Hampstead, N. H., owners; Pearson Brown, master. Reg. April 26, 1804. Paul Thurlo, Amos Knight, both of Newbury, Samuel Tenney, John M. Noyes, Stephen Bartlett, owners; John Butman, master. Reg. May 18, 1811. James Colbert, owner; John Hayward, master.

POLLY, bgtne., 145 tons; built Amesbury, 1793; length, 70 ft. 5 in.; breadth, 22 ft.; depth, 11 ft. Reg. July 23, 1793. Samuel Bayley, Silas Noyes, owners; Samuel Bayley, master.

POLLY, sch., 90 tons; built Amesbury, 1793; length, 65 ft. 8 in.; breadth, 20 ft. 5 in.; depth, 7 ft. 11 in. Reg. June 2, 1800. Edward Wingate, Thomas March Clark, Orlando B. Merrill of Newbury, owners; Wilkes Wright, master. Reg. Nov. 15, 1802. John Boardman, owner; Jeremiah Blanchard, master. Reg. July 25, 1804. John Boardman, owner; Nathaniel Stanwood, master. Reg. Dec. 21, 1805. Jonathan Merrill of Frankfort, owner; Jonathan Merrill, master. Reg. June 24, 1807. James Horton, James Horton, Jr., owners; Salem Woodward, master.

POLLY, sch., 63 tons; built Newbury, 1793; length, 59 ft. 10 in.; breadth, 14 ft. 2 in.; depth, 7 ft. 1 in. Reg. Oct. 17, 1793. David Dole of Newbury, Benjamin Shaw, owners; William Knap, master. Reg. Jan. 28, 1795. Benjamin Shaw, David Dole of Newbury, owners; Peter Herrick, master. Reg. Feb. 9, 1796. Benjamin Shaw, David Dole of Newbury, owners; Richard Lakeman, master. Reg. Feb. 9, 1797. David Dole of Newbury, Richard Lakeman of Ipswich, owners; Richard Lakeman, master. Reg. Feb. 9, 1798. David Dole of Newbury, Richard Lakeman of Ipswich, owners; Friend Dole, master. Reg. May 17, 1799. Richard Lakeman of Ipswich, David Dole of Newbury, owners; Richard Lakeman, master.

POLLY, sch., 52 tons; built Scituate, 1793; length, 56 ft. 1 in.; breadth, 17 ft. 3 in.; depth, 6 ft. 4½ in. Reg. Nov. 20, 1799. Andrew Frothingham, Benjamin Frothingham, Ephraim Hutchins, owners; Ephraim Hutchins, master. Reg. May 27, 1800. John Balch, David Hoyt, John Hoyt, owners; David Hoyt, master. Reg. May 22, 1802. Daniel Coffin, Ebenezer Stocker of Newbury, owners; James Forbes, master. Reg. April 18, 1801. Ebenezer Stocker, Daniel Coffin, owners; Daniel Coffin, master.

(To be continued)

BOOK REVIEWS.

THE FOUNDING OF HARVARD COLLEGE. By Samuel Eliot Morison. 1935. 472 pp., octavo, cloth, illus. Cambridge: Harvard University Press. Price, \$5.00.

This is the first volume of a series on the History of Harvard College which Professor Morison proposes, and if we may judge from the book just published, it will be a work not only of outstanding value to Harvard, but a great contribution to the history of education in this country during the past three hundred years. This volume covers the first fifteen years only, and the author devotes nearly one-half to the background as gleaned from research among the medieval universities and the seventeenth century European universities, from which latter many early New Englanders were graduated. Professor Morison thus leads up to the actual founding of what those earliest Puritans realized was needed — “A College, the best Thing that ever New-England thought upon,” as Cotton Mather expressed it. Some interesting speculations as to the reason for abandoning the first suggested Salem-Marblehead site are given. He states: “We have no evidence of any rivalry for the site other than Salem. That town, the oldest in the Bay Colony, and robbed of her expected preeminence by Winthrop’s preference for the valley of the Charles, had put in a bid for the College early in 1636; and we may be sure that John Endecott and Hugh Peter left unused no resource of bullying and blarney, politics and prayer, to attain it.” Nevertheless, when the unknown member of the General Court uttered the words, “The College is ordered to bee at Newtowne,” Salem bowed to the inevitable. It is Professor Morison’s opinion that the Salem site being “but a rough clearing, a desolate wilderness at whose rocky verge the sea tumbled and roared,” together with the fact that the ingratiating young Thomas Shepard, the most powerful preacher of the New England, was in charge of the Cambridge church, had much to do with the selection. There is a wealth of historical information in this volume never before brought out in such detail, and the appendices contain added valuable data, including the names, with biographies, of English University men who emigrated to New England before 1646, and a reprint of “New England’s First Fruits.” The story of John Harvard’s brief life in America, of Nathaniel Eaton’s stormy career as the first head

of Harvard, and of Henry Dunster's presidency brings the history to the Charter of 1650. The book is in Professor Morison's best style and should have a place in every library.

HARRIET PRESCOTT SPOFFORD; a romantic survival. By Elizabeth K. Halbeisen. 1935. 273 pp., octavo, cloth, illus. Philadelphia: University of Pennsylvania Press.

"That commonplace of literary history making lesser names of moment in the final estimate and understanding of a nation's literature must be held responsible for the appearance of many critical biographies, among them this of Harriet P. Spofford." Thus does Miss Halbeisen inform the public in the preface to her book of her reason for writing about the practically forgotten literary lady of Newburyport. It is a fitting thing that there should be published in 1935 a biography of Harriet Prescott Spofford, for just one hundred years ago she was born in Calais, Maine. Her childhood and early youth were passed in Maine but in the middle of the nineteenth century she moved to Newburyport, and it was there that most of her literary ventures were accomplished. She loved the old town and it influenced her writing to a great degree. Miss Halbeisen's main concentration is upon Mrs. Spofford as an authoress. She has very obviously done a large amount of research. We find short stories in unlimited numbers critically discussed, and numerous quotations serve in showing us Mrs. Spofford's style and her treatment of subject matter. Miss Halbeisen succeeds in proving to the reader that "Harriet Prescott was to be a belated traveler in the aftermath of romance when the forces of realism were already at work." She was not limited to the short story, but to again quote, "Her versatility had conceived and brought forth prose and verse in many forms—short stories, novels, essays; lyric and narrative poetry—all varying widely within their own limits." Practically forty pages of bibliography show what a prolific writer was this shy New England woman who "had flushed with romantic color the American short story of the mid-nineteenth century and at the same time presaged the newer movement of realism."

CHINESE CALLIGRAPHY. By Lucy Driscoll and Kenji Toda. 1935. 70 pp., quarto, cloth, illus. Chicago: University of Chicago Press. Price, \$2.00.

Here we have an essay of about sixty-four pages on an ancient subject on which certain of the Chinese scholars of

old have written many books. The authors of this monograph of the New Orient Society of America, however, make haste to tell us that their book is "not historical and does not consider individual works of calligraphy. Its sole aim is to understand what the Chinese themselves have said about calligraphy as an art." Calligraphy claims the distinction of holding first place among the arts of China. Through this analysis, artists of today should gain valuable ideas in brush expression. There are many illustrations throughout the book in black and white, from ink rubbings in the Laufer Collection. To artists and to students of Chinese art, this brilliant and scholarly monograph on an all-important and fascinating subject will be a definite addition to other literature on the art. The authors sum up thus the importance of calligraphy to the people of China: "Calligraphy has such a hold on the imagination of the Chinese, it is so revered as embodying in a very pure and uncomplicated form their aesthetic values, that it rivals painting as the major art of China."

SHIPMASTERS OF CAPE COD. By Henry C. Kittredge. 1935. 320 pp., octavo, cloth, illus. Boston: Houghton, Mifflin Company. Price, \$3.50.

Cape Cod has fared well at the hands of Mr. Kittredge and is fortunate in having an historian who can write so entertainingly on its maritime affairs. That it was almost an unexplored field made it all the more alluring for one who is willing to do the vast amount of research work which this volume discloses. The author gives Cape ships and Cape men their true place in every branch of commerce from the days of Colonial skippers who brought rum and mahogany from the West Indies, to the daring mariners in the Northwest Fur Trade who carried their cargoes to China and returned with silks and tea. Anecdotes of perilous voyages in the South Seas and the Spanish Main and the glorious era of the clipper ships are given in fascinating detail, the material drawn largely from journals and log books of Cape Cod mariners and personal interviews with the families of that section, whose co-operation made the book possible. Mr. Kittredge has made a distinctly valuable contribution to the maritime history of Massachusetts.

SALISBURY CONNECTICUT CANNON. Revolutionary War. By Louis F. Middlebrook. 1935. 62 pp., small octavo, cloth, illus. Salem: Newcomb and Gauss.

Mr. Middlebrook, who is a recognized authority on Connecticut Revolutionary history, has brought out another interesting monograph, this time on the famous Iron Works. As this is a little known subject, it makes a valuable addition to the mechanics of the war. The author tells of the men who established the industry, and their earlier and later fortunes. Munitions' production was begun in Connecticut nine days after the Battle of Lexington. The illustrations are numerous and many of them rare. The book is the product of the press of Newcomb and Gauss of Salem and is a fine example of typography.

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No. 4

LETTERS AND DOCUMENTS BY OR RELATING TO HUGH PETER.

EDITED WITH NOTES BY RAYMOND PHINEAS STEARNS.

The letters and documents which follow are published further to illustrate the life and career of Hugh Peter, pastor of the Salem Church from 1636 to 1641. Letters and other primary sources for reconstructing Peter's life and activities in New England are largely available in published form; but those relating to his career in England and Holland before he moved to New England and those relating to his career after he returned to England, with a few exceptions, have not been published. Collectively, the documents presented below form a fitting supplement to the letters by and about Peter which appear among the "Winthrop Papers" published by the Massachusetts Historical Society.

Although the following letters and documents cover a period of thirty-five years and are gathered from a variety of sources, they can be segregated into a few broad sections into which Peter's biography arbitrarily may be divided. Notes and documents regarding three such topics are printed herein. They present materials relating to Peter from the time of his pulpit career at St. Sepulchre's Church, London (1626), until his return (November 22, 1648) out of Leicestershire to the army headquarters at St. Albans shortly before Pride's Purge. For Peter's subsequent whirl of activity preceding and during the

NOTE. The material in this article is part of that which was collected for *Hugh Peter: A Biography*, a manuscript now in the Harvard University library. The biography was presented to the University in 1934 as a doctoral dissertation by Dr. Stearns, who is now in England as Fellow of the Social Science Research Council.

trial and execution of Charles I, the London newssheets and information brought out at Peter's trial in 1660 are the chief sources. Perhaps because they were never written — it being a time of action, not of words — no letters or other unpublished documents appear that relate to this eventful period of Peter's life. However, for the following autumn (1649) and subsequently, there are a considerable number of Peter's letters. These and other letters and documents illustrating his life to his execution in 1660 will be set forth in a later article.

Except briefly to indicate the immediate setting of each letter and document presented below, little effort is made in the notes and references to interpret them. They are given in chronological order, simply as illustrative and descriptive materials. Nor do they include all known letters and documents relative to Peter; apart from the materials published among the "Winthrop Papers," several bits of source material regarding him appear in previous numbers of the *Essex Institute Historical Collections* and in the publications of the New England Historic Genealogical Society, the Colonial Society of Massachusetts, and elsewhere. However, these scattered materials are few compared with the number of letters and documents presented below and, as they are readily available, they have not been included herein.¹

I. ENGLISH PRELACY AND HUGH PETER.

Few Puritan ministers were more troublesome to the officers of the Church of England than Hugh Peter. Bred at Cambridge, the center of Puritan learning, inspired by association with and encouragement from such

¹The locations of collections from which documents herein derive are as follows: The Additional Manuscripts (cited as *Add. MSS*), Sloane MSS, and Stowe MSS are in the British Museum, London; so, too, are all printed tracts marked "E—". The latter form part of the famous Thomason Collection. The State Papers (cited as *S. P.*) are in the Public Record Office, London. Unless otherwise specified, all State Papers are from the "Domestic" series. The Massachusetts Archives (*Mass. Arch.*) are in the State House, Boston. Punctuation and spelling of documents taken from manuscripts are in some cases altered; for example, "yt", "wt", "wch" become "that", "what", "which", and "p" is written "per-", "pro-", etc., as necessary. All words and letters in brackets are supplied by the editor.

preachers as Sibbs, Davenport, Hooker, and Ames, and endowed with complete Puritan assurance, great oratorical abilities, and support of a powerful patron, the Earl of Warwick, Master Peter established his nuisance value before Laud rose to power and before Massachusetts Bay offered refuge to such as he.

Peter's troubles with English bishops began soon after he became lecturer in St. Sepulchre's Church, London, which appears to have been in the autumn of 1626. There, and at other London churches, Master Peter quickly gained a reputation among Puritans for the evangelical soul-saving successes of which he later boasted.² But in higher circles of the Established Church, Peter became known as a notorious nonconformist who ignored the Prayer Book and failed to perform orthodox ceremonies of worship, who participated in Puritan activities to "reform" the Church and flayed the alleged popish tendencies of the Court of Charles I and his French Catholic queen, Henrietta Maria, with unpatriotic if not seditious sermons and prayers.

Notes of one of these sermons delivered soon after Peter settled in London appear below. Although the Welsh listener who jotted them down made no attempt to be complete and Mr. Peter's sermon appears incoherent and almost unintelligible in places, the notes set forth in no uncertain fashion the purely Calvinistic doctrine, the "blood-and-thunder" method, and something of the piquant phrasing and rhetorical powers of the young lecturer. Moreover, allusions to the sinful court appear in only partially disguised form:³

² "There was six or seven thousand Hearers," wrote Peter, and "above an hundred every week were persuaded from sin to Christ." See Hugh Peter, *A Dying Fathers Last Legacy*. . . (London, 1660), p. 100.

³ These notes form part of a commonplace book labelled "Llyer Byrr Llangadwaladr" in *Add. MSS 14900*, fols. 71-72. The identity of the author is unknown. The book appears to have been the property of several seventeenth century scribblers, but principally that of one Lewis Hughes, whose name appears in numerous places (fols. 4, 44, 76, 89, 96 ff.) and who may have been author of the notes of Peter's sermon. Besides sermon notes, the book contains pious sayings, recipes for nostrums, and vital records of the ap Johns (1597-1600), the Lloyds (1600-38), the ap Morrisises (1585-1631), and the Hughes (1632-

Mr. Peters. 7 Novem: [1626] Text Rom: 6.23, The wages of Sin is death, but eternal life [is] the guift of god, through Jes: Xt our Lord. The chapter tends to mortification. 2 metaphors: one of dead, and another of serving men. A mortified man is compared to a dead man. 2ly a service of sin, and a servant.

2 propositions: the dead to sin, & gods servants have nothing to do with sin. Death was our condition ere we got into God's service, but everlasting life is a free guift.

2 things in ye verse: A man may be anatomized here, or a 2-fold estate of nature and Grace heere appeare. First syns wages is death, that's ye first proposition. 2ly eternall life is the guift of God. By nature death is our due. A man in the state of syn is but a slave & hyreling in nature. Rom. 6.20. Herod in his condition in syn with Herodies⁴ was a druge [drudge?] to the commands of a light one. So Pharo, a slave [to sin], drowns for syn after severall judgmts. What a druge was Cain to his syn. David is led along by syn to sinne. Seeke an estate better than natural. [In a sinner,] His syn resigns him a Covenant; servant to syn, He cannot but syn, or will hath no liberty but to evill. 2ly the devil drives the will, he serves Sathan from syn to syn. If so in regard of ye prime Agents for syn, the will and the devil, that may terrify every soule that hugs itself in hellish service; goe on young man, doe but know, god will bring thee into judgmt; hadst thou never any seal of gods Redemption by rennovation? Oh, thou art yet ye devils Druge, proud druges. Art thou but a meere natural man? Is there no

89). These families, all of Welsh stock, appear to have inter-married frequently and were probably on very intimate terms. On folio 96v. it is recorded that "Lewis Hughes married Ellen Lloyd, Feb. 20, 1632." If it may be assumed that this man was author of the sermon notes, it may also be assumed that he was a pious young Welshman who went to London frequently between 1625 and 1638. In London, he often attended the sermons of Puritan ministers. His sermon notes, extending to nearly one hundred pages of the book, are in many instances from Puritan exhortations, including those of Dr. Frances Dee, Jeremiah Burroughs, Cornelius Burgess, Hugh Peter. But sermons by Josiah Shute, no Puritan, are most often noted. The author does not record where he heard Hugh Peter's sermon. Possibly it was at St. Sepulchre's; but it may have been elsewhere, as Peter is known to have preached in other London churches at the time. The year, too, is not recorded; but from the dates of other sermons in the book it is evident that Peter's sermon was in 1626.

⁴ See *Matthew* 14: 1-6; *Luke* 3: 19-20.

alteration? we may not power [pour] oyle into thy eare; thou art but a great slave, though a great magistrate, or Lord. Make ye use of Tryall to ourselves: What? Am I a free man or a 'prentice yet? we hanker after freedome; Is not thy liberty hyd in Jes: Xt by reconciliation? Is the Roll of syns cancelled? hast thou a Redeemer? Hath Xt knockt off thy fetters? *gravia non gravitant in loco suo*. A poor man in the depth of ye sea feels not thousands of tunns of water, but put a pale of water on his head out of yt water and he feels that. A natural man is in ye proper element of syn; the waters go over his soule; 1000 of oaths & saboth breaches trouble him not; but if he get into ye dry of Grace, every syn goes to his hart; let all go well, & the Conscience stand still they are well; but if they be once reprooved, and called druges they are troubled. A swounding man strooke by one & struck by ye other, which doeth ye most good? Away with flattery; a little woole clapt betwixt your guise[?] pleaseth you better then the hammer of gods word that knocks up your guise[?]. Syn is in his proper element & we feel it not. We had rather we had rather [*sic*] swound away, then be pinched a little. You have hard by a metaphor that syn is a slavery; the wages is syn, the payment death. Death 4-fold: death to syn in syn, a natural death and an eternal death; this is here meant, eternal of body & soule. Syn hath a sting in the tayle. To prove that, we must seeke into the vault of hell. Divers guasheth Foorth this truth in there. ye point is indisputable. Why so? because an infinite Master displeased, requires more than a finite punishment.

2ly we would syn infinitely & therefore justly we suffer infinitely. The Levite cute his Concubine into 12 peeces, & sends that to ye 12 trybes.⁵ I would I could cast a peece of this point into every family here: that such be ye wages of syn. pause then; is eternal death ye payment? Oh then woe to syn. mourne for them, father, wyffe, child, if they be thus. happy is but a gally slave. eternal death is terrible. thy husband, thy wiffe may be this without gods mercy. Oh mourne then over they proud swearing wife; she that lyes by thee this night, may be shee that must lye in hell.

Thou deckest thy child & pamperest it; oh it must be damned unlesse thou get it out of nature transplanted; thou drugest and hearest sermons perhaps for ye devil unlesse thou be transplanted from nature to grace. Oh bemone one

⁵ See *Judges* 19 : 29.

another, thy blaspheming servant, thy proud child, &c. Why doth ye old crouching userer drudg thus for yt? Wouldst thou com out of this? I Commend two meanes: First consideration: let us have health &c. say we, why doth your 'prentices runn away by considering their hard condition. Make a stand & consider, what! nothing but crustes? What! nothing but slavery in syn? Oh there is enough bread at home in my fathers howse. oh sitt on ye bedside, get into ye closset; what! a drunkard still? an hypocrit still? dig up a carcass dead of ye plague & go & kisse it; syn is more horrible.

2ndly I beg resolution: away with their glimmings of grace, away with their promises, away with their sick vows. Many a promise we made in the plague: I'le be gon saith ye 'prentice, though I dye for it. go not back to your natural Country.

. . .⁶ will you resolve to leave drudging, will you not? Drink still, you will be served [?] still. I tell ye mad man, art thou able to passe through the flames? I will goe along with thee then, have with you then; but if that river be deep & intravable, if there be a hell seen darkness, torture, eternity, of all theis; if thou canst endure Myriads of years, then let prophane be prophane still. On then, runn against the brazen walls of gods vengence, make choyse of an old course in nature. Wilt thou serue? serue to get freedome, or a lesse even eternity.

2ly ab utili: eternal life is ye guift of god. this displaces merit & hath no relation but to grace & mercy. We are dead in syn. Merit must be a free service to which we are not bound. 2. our service must be proprie. 3ly perfect. 4ly proportionable to ye reward; but all my good is my gods. bring out thy praevisa fides, & thy churches alms, monesteries—flowed all from gods fountayne. 2ly what do we and are not unprofitable servants? 3ly all our workes are unperfect; and lastly there is no proportion betwixt finite & infinite. we cannot say with our proud dowry dames that we brought so many hundreds with us; we thinke our peace fast enough when alas! there is syn enough in ye Court, city, Country, universitie to take away peace & prince. we have forgot the rock out of which we were hewen; we never dremt of our desperate estate; wyden our soules yt we may confesse all syn. when wilt thou pull off theis fetters? Shall we

⁶ This paragraph begins with an illegible expression in Latin ending “. . . a periculoss et ab utili (*sic*).”

after all thy mercys be damned? God forbid. how hath God wept over England. Com lord knock one more & enter; give us holy consideration to thinke for what we drudge, & finding hell our end, let us abhorre ourselves. Hast thou dealt so with Bohemia & the Palatinate? Bow & buckle our harts at last.

In this sermon, Master Peter showed no respect for persons when he exhorted people from sin to Christ. The sting in sin's "tayle" applied as well to great magistrates and lords as to profane drunkards and Sabbath-breaking apprentices. Within a few weeks after this sermon, Peter became bolder and more specific in his denunciation of Queen Henrietta Maria. The occasion is described by George Montaigne, Bishop of London, in a letter to the Duke of Buckingham dated December 12, 1626:⁷

My most honored and most Gratiouse Lord,

May it please your Excellency, I have stayed the longer because I would be sure of any Information I give your Grace; Ther is a Rumor of a private fast that was kept on St. Andrewes day last,⁸ and I verily believ that it was so; but having used the best meanes I can by examination I find it was kept by the meaner sort of ye people, the better, I meane the Ritcher sort, were belike content they should break the Ice; this only is confest, that my Lord of Warwick did desire Mr. Peters one of ye Preachers to preach that day out of his own chardge in Christ Church; which he did, and besides ye same Peters confesseth that Sir Robte. Harloe of ye mint told him that ther were diverse that would take the opportunity of the many sermons preached that day to humble themselves to Almighty God in a holy fast. That which I have done I think doth startle them all, but if in your wisdome youe wilbe pleased to give me any further order, I shall see it duly executed; I have the parties in safe custody for some undutiful and bold speeches they used in their prayers, Concerning both the Kinges most Excellent Majesty and ye Queene; for the King he [Hugh Peter] prayed God would commune wth his Hart in secret and reveale unto him those thinges which were necessary for the Government of his Kingdomes, and he prayed for the Quene

⁷ The letter appears among the *State Papers, Domestic* (S. P. 16: 525, fol. 48). It is rather badly briefed in the *Cal. of State Papers, Dom. Ser., Charles I, Addenda, 1625-49*, p. 175.

⁸ St. Andrew's Day occurs on November 30th.

that God would remove from her, the Idols of her fathers House, and that she would forsake ye Idolatry and superstition wherein she was and must needs perish, if she continued in the same.

Good your Excellency give me leave in all Humility of a devoted Hart to remember your Grace of an honest vow I made to Almighty God and signified to youe in my first letters uppon your safe arrivall; my Lord, God graunted my request, O my good Lord^e do not hinder the performance of the same, for I know God lookes for it, and I humbly desire it.

I am your Graces most humble servant, servant, servant

Geo: London.

My Lord though I be to bould yet I could not chuse but humbly rejoyce at the greatest favour that ever youe did me. Namely for that you were pleased to a good frend of mine to say that youe knew I did truly love youe. My Lord this is worth all the favoures that ever youe did me. God bless your Grace as my own soule.⁹

December 12th.

The Bishop's displeasure at the prayer was not allayed by Peter's explanations and the latter was forced to call upon his noble patron for assistance. All this is made evident by a letter from Warwick to Peter:

Mr. Peeter, — I was this Morning with my Ld. Bishop who I found not up, so I went againe this Afternoone. He Objected against you that which you were never Guilty of; in Saying that the Queene was damned in your prayer, which I hope I Sattisfy'd him in, and did assure him that your preaching on Fryday was at my desire only, and that which I grieve is most carpet at is that men kept a fast that day; he hath promised me to send for you in the morning, he took

⁹ With this letter is a summary evidently drawn up for official purposes. It reads: "Relates some of the proceedings of the Puritans, who have kept a private fast on St. Andrews day. Hugh Peters preached in Christ Church at the instigation of Lord Warwick. That which the Bishop has done, he says, will startle them. He has some of the parties in safe custody for undutiful & bold speeches used in their prayers concerning the King & Queen. Peters prayed that God would commune with the King's heart in secret & reveal unto him those things which were necessary for the Government of his Kingdoms, and that God would remove the Queen from the idols of her father's house, & that she would forsake the Idolatry & superstition wherein she was & must needs perish if she continued in the same."

it ill you came at that time of a night, I told him I had imploy'd you that day and you were so carefull as to attend him before you Slept which I had hoped he would have taken it the better: I hope all will goe well. Give mild Answers and let me hear what is done, and I shall come to you. Thus in hast I rest

Your assshured friend & Patron,
This Sunday night Warwicke.
To my Loving friend Mr. Peters these.¹⁰

By giving "mild answers" and leaning upon his lordship's influence in high places, Master Peter managed for several months to evade further trouble with ecclesiastical authorities. But he was a marked man and the bishops' patience was wearing thin. Meanwhile, Peter did not relinquish his activities to reform the church: they were merely driven into more secret channels.

From the Established Church's point of view, one of the most insidious of these channels was the organization of feoffees to purchase impropriations whereby Puritans hoped to establish ministers of their own persuasion in livings formerly held by orthodox men. The plan had been in the air for more than a decade, but in 1626 new life was injected into the scheme and it was put into active operation.¹¹ Probably at this time Hugh Peter became associated with the feoffees as one of the "sundry Agents, and Messengers whom they imployed about that business" to collect money and gifts with which to buy or otherwise acquire control of lay impropriations, advowsons, and presentations.¹² Peter's intimate connection with the trustees' work is illustrated by the following documents occasioned by the prospect of a gift of £500 to the feoffees from an unidentified lady:

¹⁰ This letter, only a copy of which appears to be extant, was published in 1873 without a date (see the *Proceedings of the Mass. Historical Society*, 1st Ser., XII, 336-37). It can now with some certainty be dated December, 1626.

¹¹ The work of the feoffees has been described by Henry A. Parker, "The Feoffees of Impropriations," in *C. S. M. Transactions* (Boston, 1910), XI, 263-67; Frances Rose-Troup, *John White* . . . (N. Y. and London, 1930), pp. 247 ff.

¹² Samuel Clarke, *A Collection of the Lives of Ten Eminent Divines*. . . . (London, 1662), p. 110.

Hugh Peter to John(?) Vicars.¹³
(No place or date given)

Deare Mr. Vicars,

I salute you in the Lord etc. These may certifie you that our Secretary is out of ye towne and wee cannot come by our booke of orders (Except our great Leiger booke which is not portable wherein all Donors Benefactors and gifts are Entered.) So that for the present our request is that you would be pleased to certifie my Lady that for the course they are in it is without all Exception, and if shee will dispose of it to the church, there cannot so Exquisite a way be found. And for her further satisfaction let her appoint her time and either our Secretary or one of us shall come downe to her

¹³ *S. P. 16: 515*, pt. ii, pp. 375-76; briefed in the *Cal. of State Papers, Dom. Ser., Charles I, 1645-47*, p. 587. The Public Record Office has, I think, erroneously calendared this letter. It bears no date and, in spite of the attempt made in the Long Parliament to revive some of the feoffees' activities (See William A. Shaw, *A History of the English Church during the Civil Wars and under the Commonwealth*. 2 vols. London and N. Y., 1900, II, 202n), I do not believe it belongs to the year 1647 as the Public Record Office has it. My opinion is based upon the following considerations: 1. Hugh Peter lists the feoffees in charge *at the time the letter was written*; for 1627 this list is correct, but by 1647 Dr. Sibbs was dead, John Davenport was in New England, Alderman Heylin was dead and his place was filled by Nicholas Rainton; and C. Sherland was dead and was replaced by Sir Thomas Crew (See Rose-Troup, *op. cit.*, pp. 248-50). 2. Hugh speaks of the choice of Gouge in place of Stock (who died about 1627) as having been a recent change. 3. Peter referred to the activities of the feoffees as though they had just started well on their way (after the reorganization of 1626?). 4. If the receiver of the letter was John Vicars, it is improbable that he and Hugh Peter would be coöperating in any such enterprise in 1647. At that time Peter was a zealous Independent and Vicars was an equally ardent Presbyterian who, in 1646, wrote such accounts as *The Schismatick Sifted. Or. The Picture of Independents*, where, though he refers to Hugh Peter as "my old acquaintance," he brands him now as "that most Pragmaticall Quicquid in Buccam" (*op. cit.*, London, 1646, p. 9) and relates a personal quarrel which they have had (*ibid.*, pp. 9-10). 5. The letter is endorsed, either by Laud or one of his agents, "Intimation of 500 li. given by a Lady to the feoffees of St. Antlins," as though it were seized by the Archbishop as evidence against the feoffees when, in 1633, they were dissolved by an Exchequer decree. On the basis of these facts, I believe the letter properly belongs to the year 1627.

with the orders: the men in trust are these in number 13.

4 Ministers viz: Mr	{ Dr. Sibbs.	Mr. Gouge.
	{ Mr. Davenport.	Mr. Offspring.
	{ Mr. Eyre of lyncolnes Inn.	
4 Lawyers viz:	{ Mr. White of the Temple.	
	{ Mr. Browne of lyncolns Inn.	
	{ Mr. Sherland of Grayes Inn.	
	{ Mr. Harwood hosier in Cornwall	
	{ [Cornhill].	
4 Citizens viz:	{ Mr. Davyes marchant in Soper lane.	
	{ Mr. Gearing grocer in friday street.	
	{ Mr. Bridges draper in St. Andrewes.	

and Alderman Heylin is the treasurer of our company who hath given us one Impropriation and wee have 5 or 6 already. Assure your selfe there is no miscarriage in the worke and for continuance of it they are bound by a solemn protestation and bonds to chuse a new man upon the death of the former, as Mr. Gouge was chosen upon the death of Mr. Stock, and so they must chuse within 6 moneths upon ye death of any of the Company: The lord hath given great successe to ye worke, she need not feare: I beseech you doe what you possible can in this business. Shee shall have comfort in it, for if these be thefts at first then those that continue them continue a theft still: we shall be much ingaged unto you, and so shall ye church of god likewise: Oh these (Sir) are the times to doe good and to lay out oure selves and our estates to the service of the Church: Thus in much hast & more love I leave you thus rudely saluted & rest

Yours in all harty affection

8 This present Saturday.

Hu: Peter.

(Addressed on the reverse: "To my very worthy frend Mr. Vicars at his house these in Christ Church.")

Besides this letter, and probably enclosed with it, Peter, to assist Vicars in dispelling any doubts remaining in the lady's mind as to the soundness of the enterprise, prepared "A note of such gifts which have bin given and are yeerely continued for the redemption of Impropriations and setling them upon godly and faithful ministers for time to come."¹⁴ The "note," probably copied from the

¹⁴ *S. P. 16:515*, pt. ii, p. 377; mentioned in *Cal. of State Papers, Dom. Ser.*, *Charles I*, 1645-47, p. 588. This note is likewise erroneously calendared as of 1647. It is in Hugh Peter's

immovable "great Leiger book," lists bequests to the feoffees totaling about £2000 as follows:

	1
Alderman Heylin gave one Impropriation cost...	500-00-00
Mr. Barbar gave to the ffeoffees in trust Hartford...	200-00-00
It: Purchased by ye ffeoffees ye Impropriation of Dunstable...	350-00-00
It: purchased by them Cicester in Glostershire...	350-00-00
It: Mr. Burnell conveyed to them Wycombe costing...	080-00-00
It: to this worke Sir Jo: Bacchus gives per annum...	050-00-00
It: Mris. Burnell for ever ...	040-00-00
It: Sir Edward Harwood ...	020-00-00
It: Mr. Gearing ...	020-00-00
It: Mr. Harwood ...	010-00-00
It: Mr. Hudson ...	010-00-00
It: Mr. Bridges ...	010-00-00
It: Mr. Drake ...	005-00-00
It: Mr. Perry ...	005-00-00
It: Mr. Gooffe ...	005-00-00
It: Mr. Eyre ...	005-00-00
It: Mr. White ...	005-00-00
It: Mr. Sherland ...	005-00-00
It: Mr. Browne ...	005-00-00
It: Mr. Davyes ...	005-00-00
It: Mr. Baker ...	005-00-00
It: Mr. Turner ...	005-00-00
It: Mr. Warren ...	005-00-00
It: Mr. Pocock ...	005-00-00
Mr. Andrewes ...	005-00-00
It: Mr. Malbone ...	005-00-00
It: Mr. Allen ...	005-00-00
It: Capt: Miller ...	005-00-00
It: Mr. Rawlinson ...	005-00-00
It: Mr. Jo: Warren...	004-00-00
It: Mr. Basse ...	004-00-00
It: Mr. Taylor ...	004-00-00
It: Mr. Barrington...	004-00-00

hand and was probably copied from records of the feoffees. Laud evidently used it at the trial of 1633, for it is endorsed "The plot of the feofment of S. Anthins, the names of the feoffees, and the Benefactors. St: Antholins. Lond: —"

It: Mr. Winch	...	004-00-00
It: Mr. Whiteman	...	004-00-00
It: Mr. Evans	...	004-00-00
It: Mr. Greene	...	004-00-00
It: Mr. Carlton	...	004-00-00
Mrs. Edge	...	004-00-00
Sir Rich: Smith	...	100-00-00
Mrs. flood wid:	...	200-00-00

Readers familiar with the early history of the Massachusetts Bay will recognize the names of many "adventurers" therein mentioned duplicated in the above list.¹⁵

It was in the midst of such Puritan activities that Hugh Peter, in the summer of 1627, ran afoul of the bishops again. This time Master Peter was subjected to severe questioning and required to draw up a written reply to queries testing his orthodoxy in theological tenets and ecclesiastical practices. The queries themselves are not known to be extant, but Peter's reply, from which the questions can roughly be reconstructed, was preserved by one of his worst enemies and published as an alleged instance of Master Peter's hypocritical ecclesiastical inconstancy.¹⁶

¹⁵ Hugh Peter, too, was an investor both in the New England Company (1628) and in the Massachusetts Bay Company (1629). See Frances Rose-Troup, *The Mass. Bay Company*. . . . (N. Y., 1930), p. 19; N. B. Shurtleff (ed.), *Records of the Governor and Company of the Mass. Bay*. . . . (5 vols. Boston, 1853), I, 37c. However, it seems likely that the memory of Miles Redding was at fault when, in 1671, he testified that: "I Miles Redding, of Boston, aged about 66 yeares this 13th day of June, 1671, do testifie that I do well remember I heard my Master, Mr. Nicholas Terre, (one of good repute among good men and a man of very good conversation,) say, to encourage me to go over to New-England, that good men had put into a common stock to carrie on the work of planting New England, considerably, who were not Merchants, Mr. Davenport, 500 *li*. and Mr. Peters, 500 *li*. this my Master had from the wholl Company, for planting New England, he was often with them, at their Courts, and meetings, upon occasion of sending over coopers. This I am ready to speak, when called to it. The MIELS marke of Miles Redding."—In *Massachusetts Archives*, vol. 45, p. 164.

¹⁶ When William Prynne ransacked Laud's papers in an attempt to find evidence to incriminate the Archbishop, he seized upon much of the private and public correspondence which he found. In this was Peter's letter which, in 1645, Prynne published to demonstrate the hypocrisy of the Independent party

Master Hugh Peters *Subscription before the Bishop of London*, August 17, 1627.

Right Reverend Father in God, and my very good Lord; being required to make known to your Lordship my Judgment concerning some thing propounded at my last being before your Lordship, from which Propositions though I never dissented, nor know any cause why I should be suspected, yet being ready and willing to obey your Lordship, in all things, especially in so just a demand as this, I having consulted with Antiquity, and with our modern *Hooker*, and others, humbly desire your Lordship to accept the satisfaction following.

1. For the *Church of England* in generall (I blesse God) I am a member of it, and was baptized in it, and am not only assured it is a true Church, *but am perswaded it is the most glorious and flourishing Church this day under the sun*, which I desire to be truly thankfull for; and for the Faith, Doctrine, and Articles of that Church, and the maintenance of them, I hope the Lord will inable me to contend; *Tanquam ut pro aris & focis*: Yea, I trust to lay down my life, if I were called thereunto.

2. For the Governour and Government thereof; *viz.* The reverend Fathers, the *Archbishops* and *Bishops*, I acknowledge their Offices, and jurisdictions, and cannot see, but there would be a fearfull Ataxy follow, without the present Government, whereof I so approve, that I have, and do willingly submit to it, and them; *and have, and will presse the same upon others.*

3. For the Ceremonies that are in use among us (as I have already subscribed) so I shall diligently and daily practice, neither have I ever been accused for neglect therein, where I have formerly exercised my Ministry, but to them do give my full approbation and allowance.

4. For the Book of Common-Prayer, the Lyturgie of the Church, and what is in them contained (*finding them agreeable unto the Word of God*) I have used as other Ministers have done, and am resolved so to do, and have not been Refractory in this particular at any time, nor do I intend to be (God willing) and to these, *I Subscribe with my heart and*

as shown, among others, by Hugh Peter. See Prynne's *A Fresh Discovery of Some . . . New Blasing Stars*. . . . (London, 1645), pp. 32-33.

hand: humbly, submitting them, and my self to your Lordships pleasure.

Your Lordships in all humble service,
London the 17. of August. 1627. Hugh Peter.¹⁷

In this subscription to Bishop Montaigne, Hugh Peter attempted, as many of his Congregational colleagues did a few years later, to get along with the bishops without a professed separation from or open disrespect to the Church of England; simultaneously he hoped for better things and strove to reform the church from within. There is no record of how the bishop received Peter's weasel words, but as the rule of the prelates was steadily becoming more rigid and as William Laud soon took charge of the see of London, it is almost certain that they had little effect. Peter's subscription, in the light of his actions, was an obvious attempt to deceive, and it was only a few months afterwards that Master Peter, his license to preach in England revoked, turned up in the Low Countries.¹⁸ There, with some initial interruptions, he spent the next seven years.

Peter's flight to the Continent did not long relieve him from the ecclesiastical discipline of English prelates. Establishing himself in an English congregation at Rotterdam, Peter became a leading spirit in a Congregational classis composed of other English and Scottish refugees who, by clever manipulation, had managed to obtain almost complete freedom from either English or Dutch ecclesiastical oversight.¹⁹ By this means, Peter and his

¹⁷ Prynne states that he found the "Originall" of this letter "in the Archbishops study, under Master Peter his own hand, endorsed with the Archbishops, . . ." and he adds: "If Master Peter be now of another Judgement, it manifests either his grosse ignorance, or temporizing then, or his levity now [1645], and that he is as unsteady in his opinion, as in his excentrick motion from place to place: But this is in verity, the essentiall property of our Lunacy *New Lights*, who like the *Moon* (whose light Predominates in them) are always changing; yea, *ever learning, and never able to come to the knowledge of the Truth*: which they continually intricate with their Independent doubts."

¹⁸ See the letter in the *Proceedings* of the Mass. Hist. Society, LXIV, 109-11.

¹⁹ For an account of this classis and its dissolution, see R. P. Stearns, "The New England Way in Holland," in *The New England Quarterly* (Dec., 1933), VI, 747-92.

colleagues spread their own peculiar tenets among English soldiers and merchants in the Netherlands, assumed ecclesiastical authority even to the extent of ordaining ministers, and took full advantage of their position to print books and pamphlets which were conveyed, surreptitiously if necessary, to England in order to disseminate Puritan "Truths" to English flocks. Such activities soon became intolerable to English prelates and Laud, working principally through Sir William Boswell, English ambassador to the United Netherlands, managed to extend Anglican ecclesiastical authority to all English preachers in the Netherlands who did not belong to Dutch synods. By this means, Hugh Peter, who would conform neither to the Dutch nor to the English discipline, was deprived of his Dutch church and forced to fly to New England. The following letters and documents illustrate some of Peter's activities in Holland and the attempts of Boswell and his assistants to break up the classis.

Copie. Extract out of a letter written to Edward Misselden, Dep: Gov:r of the marchands venturiers residing at Delft in Holland, of date the 26th of March last stilo novo [1632].²⁰

That advice is come hither to the States from mijn heere Joachimi, that since your arrival there in England, you have put up a request to the right honorable the lords of his Majesties privy counsel, wherein you informed somethings against the States, that they would not suffer the kings subjects to be conformable to the church of England in their dominions which you desired, or els that it were reason that the Dutch in England should be conformable there as the English nation is here to the Dutch or to this effect. And that mijn heere Joachimi desired to know, what answer he should give to the king and the lords, when hee should be called about this businesse.

²⁰ "Afschriften der Depêches van de Nederlandsche Gezanten in Engeland aan de Staten-Generaal der Vereenigde Nederlanden," in *Add. MSS 17677. N*, fols. 317-18. Endorsed: "Bijlage rec. 22 Junii 1632." Misselden was an economic writer of note and deputy for the English Merchant Adventurers at their Delft court. Until he was removed from his position (Aug., 1633), Misselden coöperated with Boswell to curb the activities of Puritan ministers in Holland. See the *Dictionary of National Biography* and Stearns, *op. cit.*, pp. 759-66.

(To be continued)

CATALOGUE OF PORTRAITS IN THE ESSEX
INSTITUTE, SALEM, MASSACHUSETTS.

(Continued from Vol. LXXI, page 266)

192. WILLIAM MESSERVY, 1780-1852. Pastel by unknown artist. Canvas, 15½ in. x 11 in. Portrait of a child in blue dress, holding rattle in left hand. Almost full face, waist length.

Gift of George P. Messervy, 1904.

William Messervy, mariner, was born about 1780, the son of William and Hannah Messervy, and followed the sea from early youth, making many voyages to foreign ports from Salem. In 1810 he commanded the brig *Coromandel* of 315 tons burthen. This vessel was captured by the British in 1812, but re-captured by Captain Messervy and finally made its homeward trip to Salem in safety. The *Hunter* was under Captain Messervy's command in 1813, and while he was master in 1814 she had a difficult passage to Havana, as she was chased by two privateers, but escaped by superior sailing. The 247 ton ship *Restitution* was also commanded by William Messervy from 1815 to 1817. Captain Messervy joined the Salem Marine Society on November 29, 1810, and the Salem East India Marine Society in July, 1821. Eliza Passerow of Boston became the wife of Captain Messervy on May 19, 1810, and the family residence was at 13 South Street, Salem. Among their children was William S. Messervy, one-time mayor of Salem. Mrs. Eliza (Passerow) Messervy died on September 19, 1834, and Captain Messervy passed away on August 11, 1852. [See *Salem Vit. Rec.* (printed), vol. 2, p. 73, vol. 4, p. 85, vol. 6, p. 66; *Salem Directories*, 1837-1851; Putnam. *Salem Vessels and Their Voyages*, vol. 4, p. 85, *Essex Inst. Hist. Colls.*, vol. 40, pp. 60, 234, vol. 41, p. 328; *Salem City Hall Records*, vol. 6, p. 95, vol. 15, p. 154; *Laws of the Salem Marine Society*, p. 171; *History of the Salem East India Marine Society*, p. 60; *Essex County Probate Records*, Docket 18401.]

193. JAMES MILLER, 1776-1851. Oil by Henry Willard. Canvas, 34 in. x 27 in. Half length figure, full face. Dark hair and short side whiskers. Mili-

tary uniform, black stock. Holds sword in right hand. Dark gray background.

Loaned by James Miller Ropes, 1905.

194. JAMES MILLER, 1776-1851. Oval miniature by unknown artist. Measurements, $2\frac{1}{4}$ in. x $1\frac{7}{8}$ in. Half length figure, face two-thirds front. Bushy hair and short side whiskers. White stock, dark coat, pale gray background.

Gift of Miss Mary F. Ropes, 1927.

James Miller, hero of the battle of Lundy's Lane, was born at Peterborough, N. H., April 25, 1776, the son of James Miller of Scotch-Irish descent and his wife, Catherine (Gregg) Miller. He received a common school education but pursued his studies at Amherst and was for a time a student at Williams College. He then studied law at Peterborough and was admitted to the New Hampshire bar in 1803. He established himself at Greenfield, N. H., and was the first lawyer to practice in that town. He also held the office of Postmaster there in 1808. While he was a resident of Greenfield he married Martha, daughter of Henry Ferguson, and she died there on May 12, 1805, at the age of twenty-three years. His second wife, whom he married April 10, 1808, at Lincoln, Massachusetts, was Ruth Flint. She died on May 20, 1830. He had two children by his first wife, one of whom, Mary, married in 1828 Jonathan Millett Ropes, who was for a time in Salem foreign commerce. There were five children by General Miller's second marriage. While a resident of Peterborough, James Miller developed an interest in military matters and commanded a company of artillery attached to the 26th Regiment of the New Hampshire militia, then became Major of the 4th Regiment U. S. Infantry, when he was stationed at Fort Independence in Boston Harbor. When war was declared against Great Britain in 1812 he continued with his regiment in several Canadian expeditions. His greatest achievement was at the battle of Lundy's Lane in 1814, which immortalized his name. He continued in active service to the close of the war. He was appointed Colonel of the 21st Regiment of Infantry and breveted Brigadier General for his

gallantry at Lundy's Lane. In 1819 he resigned his command in the army to take an appointment as Governor of the Territory of Arkansas, but the climate there disagreed with his health and he returned to New England in 1824. Although he had been elected Representative to Congress he never took his seat but accepted instead the appointment of Collector of Customs for the District of Salem and Beverly, which office he retained for twenty-four years. He then resigned and was succeeded by his youngest son. At this time he removed to Temple, N. H., where he died on July 7, 1851. His remains were brought to Salem and interred at Harmony Grove Cemetery. [See Smith, *History of Peterborough, N. H.*, pt. 2, pp. 147-155; Blood, *History of Temple, N. H.*, pp. 38, 233-237; *Lincoln Vit. Rec.* (printed), p. 125; Hurd, *History of Hillsborough Co., N. H.*, pp. 338, 339; *Essex Inst. Hist. Colls.*, vol. 7, 254-255.]

MITCHELL, MARGARET, see Sewall, Margaret (Mitchell).

195. MITTAR, BABOO-RADHAKISSON (Hindu). Miniature painted on ivory by unknown artist. Measurements, $5\frac{7}{8}$ in. x $4\frac{3}{8}$ in. Three-quarters length, face three-quarters to left, small dark moustache, white folded turban, white draped robe, embroidered with blue. Cord and tassel at waist. Right hand holds paper, left hand resting on table. Gray background with landscape at left, blue draped curtain.

Gift of Heirs of E. Rollins Morse, 1931.

196. MITTAR, GOPAUL KISSON (Hindu), son of Baboo-Radhakisson Mittar. Miniature painted on ivory by unknown artist. Measurements, $5\frac{1}{2}$ in. x $3\frac{3}{4}$ in. Three-quarters length, seated figure, face slightly left. Small black moustache, white folded turban, white robe with sleeves. Hands on chair arms, left hand holds book, light background with landscape and draped green curtain.

Gift of Heirs of E. Rollins Morse, 1931.

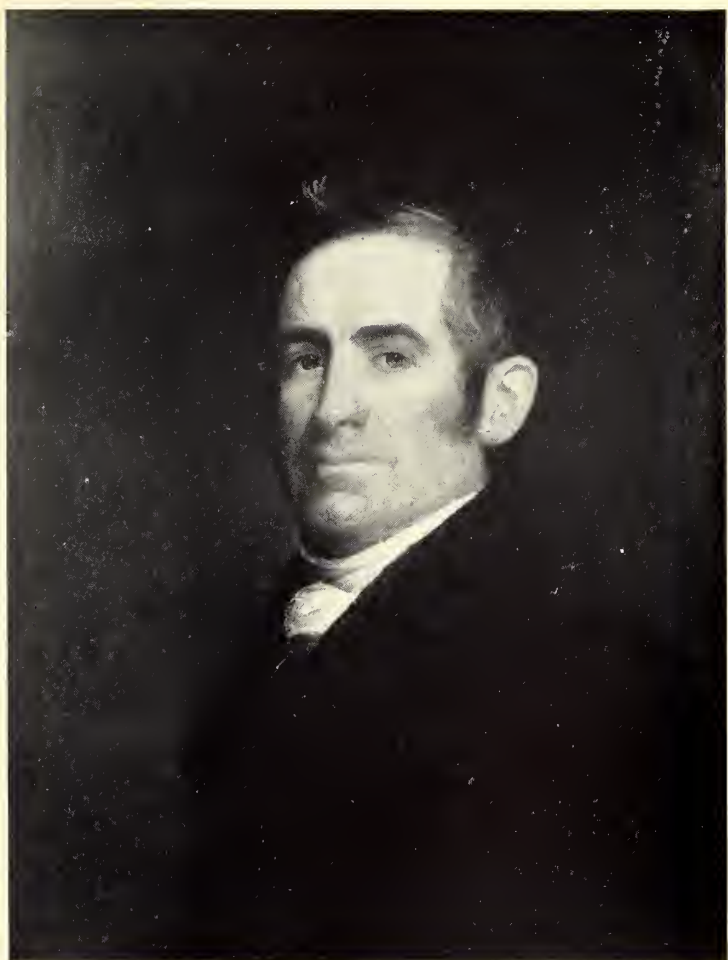
197. CATHERINE CHRISTINE, Princess of Nassau. Unfinished miniature on ivory, by Sarah Lockhart Allen, after portrait by Morelse. Measurements, $4\frac{3}{4}$ in. x $3\frac{3}{4}$ in. Head and shoulders, reddish brown hair, blue starred cap with pearl trimmings, pearl-drop ear-rings. High, full, white ruff, white drapery with dark bands.

Bequest of the Misses Allen.

198. THOMAS NEEDHAM, 1780-1858. Oil by Charles Osgood. Canvas, 27 in. x 22 in. Head and shoulders, three-quarters to left, eyes front. Iron gray hair and short side whiskers. White stock, dark high-collared coat. Dark gray background.

Gift of Salem Charitable Mechanic Association, 1923.

Thomas Needham was baptized in Salem, January 9, 1780, the son of Thomas Needham, cabinet maker, and Lydia (Lefavour) Needham. Inheriting his father's tastes and business ability, he established himself in Salem and followed his trade through life. He was interested in the Salem Charitable Mechanic Association and was its first secretary. His public services included membership in the Salem Common Council from 1844 to 1850 at which time he was appointed public administrator of estates. On June 17, 1799, he married Mary Bell, daughter of Daniel and Elizabeth (Peele) Bell. She died in June, 1808, leaving one daughter, Eliza Peele Needham, who married Henry Upton in 1823. On December 4, 1808, Thomas Needham married, as his second wife, Abigail (Sibley), widow of Joshua Buffum of Salem. Mrs. Abigail Needham died October 23, 1853, and Thomas Needham passed away September 26, 1858. The family home was at 9 Liberty Street, Salem. [See Vinton, *Upton Memorial*, p. 194; Ellery and Pickering, *Pickering Genealogy*, vol. 1, p. 210, vol. 2, p. 563; *Salem City Hall Records*, vol. 6, pp. 107, 151; *Salem Vit. Rec.* (printed), vol. 2, p. 99, vol. 3, p. 161, vol. 4, p. 115, vol. 6, p. 85; Phippen, *Mss. Genealogy of Descendants of David Phippen*, p. 165, Essex Institute; *Essex County Probate Records*, Docket 47920.]



THOMAS NEEDHAM
No. 198

199. ANDREW NICHOLS, 1785-1853. Oil by Sarah (Nichols) Page. Canvas, 25 in. x 30 in. Head and shoulders, full face, short side whiskers. Black coat. Neutral brown background.

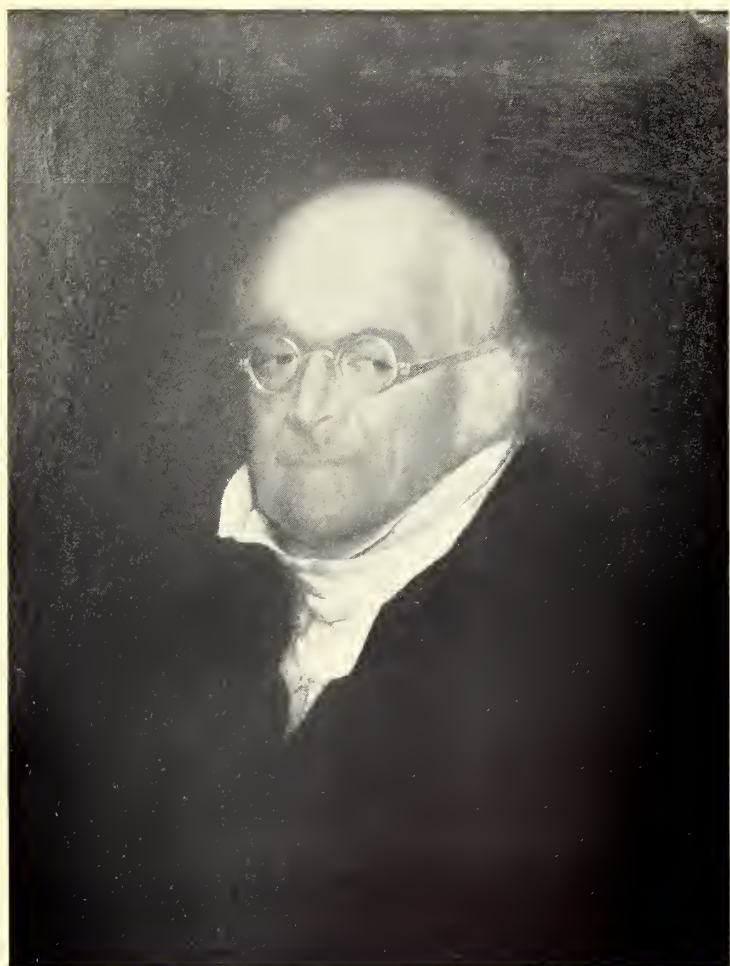
Gift of Mary Holyoke Nichols.

Andrew Nichols was born in North Danvers, November 22, 1785, the son of Andrew and Eunice (Nichols) Nichols. Having obtained his early education at the Danvers schools, he entered the academy at Andover to make preparation for his life work, that of medicine. Later he studied with Dr. Manning of Billerica and at Cambridge with Dr. Waterhouse. He subsequently took a course of lectures at Harvard Medical School. In 1808 he began the practice of his profession in the South Parish of Danvers, where he continued to reside during his long and useful life. Called upon many times to minister to his fellows in the neighboring towns of Essex County, as well as in his own community, he yet found leisure to pursue his taste for natural history and became a noted botanist. He was one of the founders of the Essex County Natural History Society and presided at its organization in 1833. He was successively elected its president until his resignation in June, 1845. He also helped organize the Essex County Agricultural Society, was an active member and one of the counsellors of the Massachusetts Medical Society and was the president of the Essex South District Medical Society in its early days. Dr. Nichols served as surgeon of the Fifth Massachusetts Volunteer Militia in 1812 and was prominent in Masonry in Essex County. He published several articles on medical subjects which appeared in various medical journals of the period. His first wife was his cousin, Ruth Nichols, daughter of Deacon John and Sarah (Fuller) Nichols, whom he married on June 1, 1809. She died on March 31, 1832, and on October 3, 1833, he married Mary Holyoke Ward, daughter of Joshua and Susanna (Holyoke) Ward, and granddaughter of the venerable Dr. Holyoke of Salem. Mrs. Mary H. (Ward) Nichols died on April 15, 1878, surviving Dr. Nichols, who passed

away March 30, 1853. [See *Essex Inst. Hist. Colls.*, vol. 3, p. 31, vol. 15, p. 299; *Proceedings of the Essex Institute*, vol. 2, p. 26; *Danvers Hist. Colls.*, vol. 6, p. 71; *Danvers Vit. Rec.* (printed), vol. 1, p. 239, vol. 2, p. 194; *Middleton Vit. Rec.* (printed), p. 37; *Salem Register*, Issue of April 19, 1878; *Holyoke Diaries*, p. xvii.]

200. BENJAMIN LYNDE OLIVER, 1760-1835. Oil, probably by Frothingham. Canvas, 34 in. x 27½ in. Head and shoulders, face three-quarters left, eyes front. Elderly man, partly bald, gray hair at sides of head. Wears silver-rimmed spectacles. White stock, dark coat. Dark background.
Gift of Stephen W. Phillips, 1931.

Benjamin Lynde Oliver, physician and philosopher, was born in Boston, May 20, 1760. His early youth found him a resident of Salem, to which city his father, Andrew Oliver, Jr., had removed with his wife, Mary Lynde. Benjamin L. Oliver's maternal grandfather was the Hon. Benjamin Lynde, Chief Justice of the Supreme Court of Massachusetts, and son of a former Chief Justice of the same name. Of varied talents, Benjamin Lynde Oliver adapted himself with equal facility to the study of medicine, philosophy, languages and music and proved unusually proficient in each. His first medical studies were carried on with Dr. Edward Augustus Holyoke in Salem, but Dr. Oliver chose Williamsburg, Virginia, as a promising field in which to begin his early practice. He remained there, however, but six years, returning to Salem to successfully continue in his profession until his death which occurred on May 14, 1835. In 1808 he was the recipient of an honorary degree from Harvard College and in 1823, when the *Salem Observer* was established, Dr. Oliver was its first editor but remained in that capacity for but one year. He was a member of Salem's old Social Library and of the Salem Athenaeum. One of the proprietors of the Philosophical Library, he served also as its librarian. He was a fellow of the American Academy of Arts and Sciences and a member of the Massachusetts Medical Society. Dr.



BENJAMIN LYNDE OLIVER
No. 200

Oliver was unmarried and lived in the old Lynde mansion at the corner of Essex and Liberty Streets in Salem, which was demolished the year following Dr. Oliver's death. It had been the residence of two Justices Lynde, father and son, and at the time of its destruction held many ancient and interesting relics, among them fine telescopes, microscopes and mathematical instruments, as well as valuable family portraits. [See *Essex Inst. Hist. Colls.*, vol. 4, pp. 10, 280, vol. 9, pt. 2, p. 22, vol. 31, p. 114, vol. 68, p. 1; *Salem Vit. Rec.* (printed), vol. 3, p. 138, vol. 5, p. 101; *New Eng. Hist. and Gen. Reg.*, vol. 19, p. 104.]

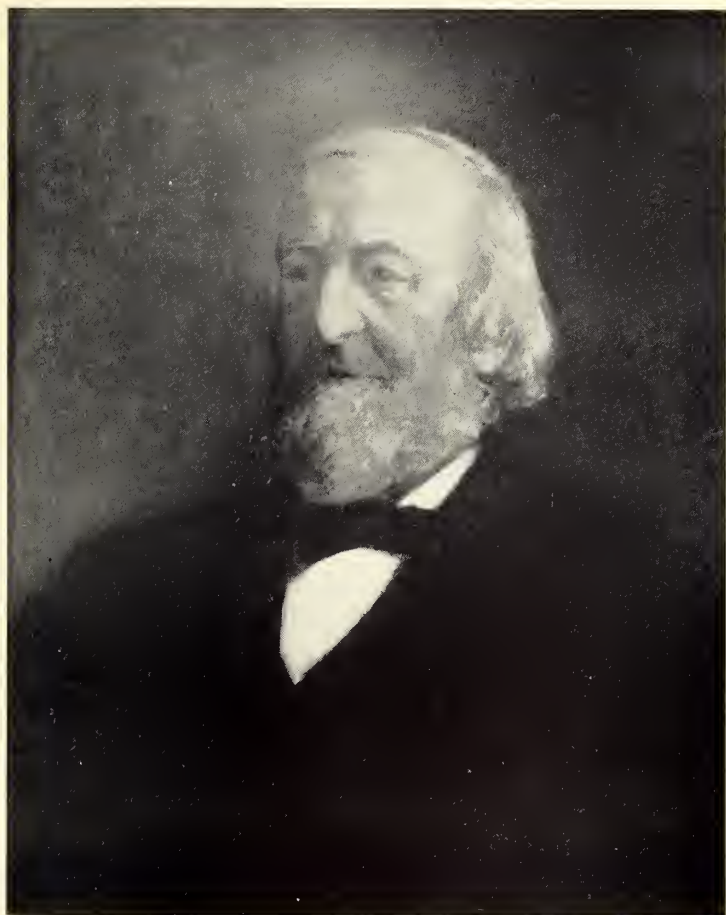
201. HENRY KEMBLE OLIVER, 1800-1885. Oil by Mrs. Adelaide (Cole) Chase. Canvas, 27 in. x 22 in. Half-length figure of elderly man. Face nearly front, turned to left. Long gray hair and beard, upper lip shaven. Black stock, coat and waistcoat. Dark brown background.

Gift of Dr. Henry K. Oliver, 1901.

Henry Kemble Oliver was born at North Beverly on November 24, 1800, the son of Rev. Daniel Oliver, minister of the Second Church in Beverly, and his wife, Elizabeth (Kemble) Oliver. He was at first named Thomas Henry Oliver, but this was changed by act of the legislature to Henry Kemble Oliver, by which name he was afterwards known. After his preliminary education at the Boston Latin School he studied at Phillips Academy, Andover, from which he entered Harvard College and was graduated with the class of 1818, receiving the same year the degree of Doctor of Music from Dartmouth College. Directly following his graduation he taught in Salem in both public and private schools and was the first master of the High School. He served as Adjutant General of Massachusetts from 1844 to 1848, then accepted the position of agent of the Atlantic Cotton Mills at Lawrence, resigning to become Mayor of that city in 1859, having previously represented it in the Legislature. It was due to his efforts that Lawrence rejoices in its beautiful shade trees and its fine collection of statuary, pictures

and engravings which were given to its High School. General Oliver was also a valued member of the Lawrence school board and served as superintendent of schools. After his removal to Salem in 1860 he was elected State Treasurer, and also was a member of the State Board of Education and Mayor of Salem from 1876 to 1880. A man of outstanding musical talents, General Oliver interested himself in Salem's musical activities, was a member of its Glee Club, president of the Oratorio Society, organist at various periods at St. Peter's, Barton Square and the North Churches and a member of the Handel and Haydn Society in Boston. He also found time for musical composition and published the *Oliver Collection of Sacred Music* and a *Te Deum in F*. The work by which he will be best remembered is that well-known melody entitled *Federal Street*, which has been reprinted in all collections of church music since it came into prominence on that day in 1872 when it was sung at the Boston Peace Jubilee before an immense gathering. General Oliver married on August 30, 1825, Sally Cook, born in Salem, September 3, 1801, the daughter of Samuel and Sarah (Chever) Cook. The Oliver residence was the beautiful mansion at 142 Federal Street, for which street his famous hymn was named and where Mrs. Oliver died in 1866. General Oliver passed away on August 12, 1885. [See *Salem Directory*, 1885; *Salem Gazette*, Issue of Jan. 4, 1881; Stone, *History of Beverly*, p. 281; *New Hampshire Hist. Soc. Colls.*, vol. 4, p. 284; Cutter, *Genealogical and Personal Memoirs of Boston and Eastern Mass.*, vol. 2, p. 824; *Essex Inst. Hist. Colls.*, vol. 23, p. 186, vol. 49, p. 184; *Boston Marriages* (printed), 1752-1773; *Salem City Hall Records*, vol. 15, p. 148; *Salem Vit. Rec.* (printed), vol. 2, p. 122, vol. 3, p. 242, vol. 4, p. 138; *Beverly Vit. Rec.* (printed), vol. 1, p. 246.]

202. SALLY (COOK) OLIVER, 1801-1866. Oil by Mrs. Adelaide (Cole) Chase. Canvas, 25 in. x 22 in. Dark hair, parted in center. Dark dress with



HENRY KEMBLE OLIVER

No. 201

lace collar and black bow tie. Dark warm background.

Gift of Dr. Henry K. Oliver, 1906.

Sally (Cook) Oliver was born in Salem, September 3, 1801, the daughter of Captain Samuel and Sarah (Chever) Cook. She married Henry Kemble Oliver on August 30, 1825, and the births of their seven children are recorded in Salem. Mrs. Sally (Cook) Oliver died on January 24, 1866, at her home in Salem on Federal Street. [See *Salem Vit. Rec.* (printed), vol. 2, p. 121; *Salem City Hall Records*, vol. 6, p. 222; *Essex County Probate Records*, Dockets 48704, 63247.]

203. WILLIAM GARDNER OLIVER, 1809-1828. Miniature on ivory in locket with hair, in reverse, by unknown artist. Measurements, $1\frac{3}{8}$ in. x $1\frac{3}{8}$ in. Head and shoulders, face nearly front. Head placed at right of center background. Hair brushed over forehead, white stock, black coat. Curtain and column on neutral brown background.

Gift of Miss Mary J. Thayer.

William Gardner Oliver was born in 1809, the son of William W. and Sarah (Gardner) Oliver. His father was the son of Hubbard and Rebecca (Wallis) Oliver and was associated with the Salem Custom House for forty-six years, from 1803 to 1839, being Deputy Collector. The mother of William Gardner Oliver was the daughter of Abel and Bethiah (Pitman) Gardner. William G. Oliver was a seaman on the ship *George* which embarked from Salem July 4th, 1827, bound for India. This was young Oliver's second voyage on this vessel and until the ship left Calcutta on its return trip he had been in his usual health. He died, however, at sea on March 21, 1828, and as the ship came to the dock at Salem, the sad news was brought to his father who was at that time serving as Deputy Collector. The family home was on Broad Street, Salem. [See *Salem Vit. Rec.* (printed), vol. 4, pp. 138, 139, vol. 6, p. 102; Gardner,

Thomas Gardner and Some of His Descendants, p. 259; *Essex Inst. Hist. Colls.*, vol. 67, p. 274; Putnam, *Salem Vessels and Their Voyages*, vol. 2, p. 20.]

204. JOSEPH ORNE, 1778-1806. Miniature by unknown artist. Measurements, $2\frac{5}{8}$ in. x 2 in. Head and shoulders, face nearly front, long, light brown hair, white stock, white waistcoat, blue coat with brass buttons. Gray background.

Gift, unknown source, unknown date.

205. JOSEPH ORNE, 1778-1806. Oval miniature by unknown artist. Measurements, $2\frac{1}{4}$ in. x $1\frac{3}{4}$ in. Head and shoulders, face nearly front. Dark brown hair and short side whiskers. White stock and waistcoat. Blue coat with brass buttons. Dark gray background. This miniature is said to be a likeness of Joseph Orne, but is not positively identified.

Gift, unknown source, unknown date.

Joseph Orne, mariner, was baptized in Salem, June 14, 1778, the son of Dr. Joseph Orne of Beverly and his first wife, Mary (Leavitt) Orne. Dr. Orne died when his son was very young and Joseph was committed to the care of his uncle, William Orne, a Salem shipowner and merchant, who trained him for the sea. He made several voyages abroad for his uncle, commanding the brig *Essex* in 1800, and in 1806 he sailed as master of the ship *Essex*, of 256 tons burthen, William Orne, owner. This voyage was to end at Mocha, where a large purchase of coffee was intended. When close to his destination, and sailing up the Red Sea, Captain Orne foolishly allowed a company of Arabs to come on board, and they, induced by the knowledge of a large sum of money in the Captain's possession, plundered the ship, murdered the Captain and all but one of the crew whom they kept as a hostage. Captain Joseph Orne died, unmarried, and his brother-in-law, Ichabod Tucker petitioned for administration on his estate November 24, 1806. [See *Essex County Probate Records*, Docket 20076; Ellery and Bow-

ditch, *Pickering Genealogy*, vol. 2, p. 410; *Salem Vit. Rec.* (printed), vol. 2, p. 125, vol. 4, p. 141, vol. 6, p. 104; *Essex Inst. Hist. Colls.*, vol. 4, p. 276; *Salem Ship Registers* (printed), p. 54; Felt, *Annals of Salem*, vol. 2, p. 320.]

206. LOIS (PICKERING) ORNE, 1684- . Oil portrait, copied by Frank Waldo Murray from original, probably by Greenwood, in possession of Robert Saltonstall. Canvas, 40 $\frac{1}{2}$ in. x 31 $\frac{3}{4}$ in. Three-quarters length seated figure. Red-backed chair. Close white ruffled cap and hood. Broad white collar turned over at neck, wide white ruffles at wrists. Dark brown dress. Left hand holds open book, right arm rests upon table. Warm brown background.

Gift, 1934.

Lois (Pickering) Orne, daughter of John and Sarah (Burrill) Pickering, was born May 1, 1684, and was married to Timothy Orne of Salem, merchant, on April 7, 1709. She brought to her husband considerable property in her own right which came to her through her father's will and also by bequest of her brother, Rev. Theophilus Pickering. Timothy Orne, her husband, was the son of Joseph and Ann (Thompson) Orne, and a successful merchant with considerable holdings in real estate in Salem, Danvers and Lynn. He died in Salem in March, 1753. Mrs. Orne survived her husband, but the exact date of her death is not known. [See Ellery and Bowditch, *Pickering Genealogy*, vol. 1, pp. 44, 67-70; Perley, *History of Salem*, vol. 1, pp. 153, 420; *Salem Vit. Rec.* (printed), vol. 2, p. 172, vol. 4, pp. 142, 193.]

207. REBECCA (TAYLOR) ORNE, 1727-1771. Oil portrait copied by Frank Waldo Murray from original by Joseph Badger in possession of Robert Saltonstall. Canvas, 50 in. x 40 in. Three-quarters length figure. Slightly flaring white cap, tied under chin with blue bow. Turned over white collar. V-shaped neck, blue dress

with white frills, elbow sleeves. Right hand holds flower. Neutral background.

Gift, 1934.

Rebecca (Taylor) Orne was born June 5, 1727, in Lynn, the daughter of William and Sarah (Burrill) Taylor. She married, on June 20, 1747, Timothy Orne, merchant, the son of Timothy and Lois (Pickering) Orne. Eight children were born of this union, most of whom lived to mature age and allied themselves in marriage with some of Salem's most prominent families. The Orne residence was on Essex Street in Salem, in the mansion house later occupied by John Hodges. Mrs. Rebecca (Taylor) Orne died on May 1, 1771, surviving her husband whose death occurred July 14, 1767. [See Ellery and Bowditch, *Pickering Genealogy*, vol. 1, pp. 95-97; *Essex County Probate Records*, Docket 20097; *Lynn Vit. Rec.* (printed), vol. 1, p. 395, vol. 2, p. 369; *Essex Gazette*, Issue of May 7, 1771; *Essex Inst. Hist. Colls.*, vol. 6, p. 106; *Salem Vit. Rec.* (printed), vol. 4, p. 377.]

208. TIMOTHY ORNE, 1717-1767. Oil portrait copied by Frank Waldo Murray from original in possession of Robert Saltonstall. Canvas, 50 in. x 40 in. Three-quarters length figure. Curling dark wig. High white stock, greenish-blue coat open at front, white ruffles at wrist. Right hand holds letter. Two vessels and tree in background.

Gift, 1934.

Timothy Orne, eminent merchant of Salem, was born June 27, 1717, the son of Timothy and Lois (Pickering) Orne. He was extensively engaged in foreign commerce and accumulated a large fortune as evidenced by his inventory which showed property valued at nearly twenty-eight thousand pounds. His real estate included land and buildings in Lynn, Salem and Danvers with many wharves and warehouses. Seven family portraits were also among his effects. Four of these are known to be still in existence. There was also much family silver, the greater portion of which is preserved by his descendants. Timothy Orne married on June 20, 1747, Rebecca

Taylor of Lynn, born June 5, 1727, the daughter of William and Sarah (Burrill) Taylor. Rebecca (Taylor) Orne died on May 1, 1771, and Timothy Orne passed away July 14, 1767. [See Ellery and Bowditch, *Pickering Genealogy*, vol. 1, pp. 95-98; Perley, *History of Salem*, vol. 1, p. 153; *Essex County Probate Records*, Docket 20104; *Lynn Vit. Rec.* (printed), vol. 1, p. 395, vol. 2, p. 369; *Essex Gazette*, Issue of May 7, 1771; *Salem Vit. Rec.* (printed), vol. 2, p. 126, vol. 4, p. 142, vol. 6, p. 104.]

209. WILLIAM ORNE, 1752-1815. Oil portrait, painted on panel by Osgood or Frothingham after original by Gilbert Stuart. Canvas, 25 $\frac{3}{4}$ in. x 20 $\frac{1}{2}$ in. Head and shoulders. Gray hair brushed toward front. White stock, high white collar, black high-collared coat. Dark brown background.

Gift of Daniel Appleton.

William Orne, shipowner and merchant, was baptized in Salem, January 26, 1751-2, the son of Jonathan and his first wife, Elizabeth (Putnam) Orne. His connection with Salem's foreign trade came at a time when her shipping was at its height and he entered into commerce with India, Manila, Russia, Spain and many other countries. So great was his business acumen that his ventures almost invariably met with success. A single exception was the ill-fated voyage of his splendid ship *Essex*, which in 1806, commanded by his nephew Joseph Orne, was plundered on her voyage to Mocha and nearly all on board, Captain and crew, were murdered. William Orne was financially interested in more than twenty vessels, all in foreign trade and was consignee of many of them, paying on one cargo alone from Manila a duty of over \$18,000. Among the vessels of which he was sole or part owner were the ships *Essex*, *Hazen*, *Monk* and *Sophia*, the brigantines *Eliza*, *Hind*, *Mars*, *Pompey*, *Reward* and *Speed*, and the schooners *Fanny*, *Four Sisters*, *Harmony*, *Hopewell*, *Industry*, *Polly* and *Swallow*. On March 24, 1780, he married Abigail Ropes, born in 1761, the daugh-

ter of Hon. Nathaniel Ropes and Priscilla (Sparhawk) Ropes. Mrs. Orne passed away May 24, 1813, and William Orne died October 14, 1815. The births of their six children are recorded in Salem. [See *Essex County Probate Records*, Docket 20111; Perley, *History of Salem*, vol. 1, pp. 154, 344; *Salem Vit. Rec.* (printed), vol. 2, pp. 124-126, vol. 4, p. 142, vol. 6, pp. 103-104; Putnam, *Salem Vessels and Their Voyages*, vol. 4, p. 123; *Salem Ship Registers* (printed), alphabetical arrangement of vessels.]

OSBORNE, LYDIA, see Peirce, Lydia (Osborne).

210. ANNA CUSHING (STURGIS) PAINE, 1797-1892. Oil, by Charles Osgood. Oval canvas, 29 in. x 25 in. Half-length figure, three-quarters to right, eyes front. Dark hair parted in center. Head-dress tied under chin, scarf, dark dress, pearl-edged brooch. Dark gray background.

Gift of Mrs. H. P. Sturgis, 1891.

Anne Cushing (Sturgis) Paine was baptized in Boston by the Rev. Jeremy Belknap on May 21, 1797, the daughter of Russell and Elizabeth (Perkins) Sturgis. Her father was an eminent merchant of Boston. She married on May 5, 1822, in Boston, Frederick William Paine, born in Salem, May 23, 1788, son of Dr. William and Lois (Orne) Paine. During their married life the Paine family lived in Worcester whither Mr. Paine removed after having spent several years abroad while he was connected with the commercial house of James and Thomas H. Perkins of Boston. During his long life in that city, Mr. Paine was prominent in its civic and social affairs and was a valued member of the American Antiquarian Society. He died on September 16, 1869. Mrs. Paine survived him many years, her death occurring on January 4, 1892, at the old homestead on the summit of Lincoln Street Hill where she had lived for seventy years. She had always entertained royally and was one of those who received Lafayette on his visit to Worcester soon after Mr. and Mrs. Paine came to that city. She was

survived by two sons and one daughter. [See *Boston Transcript*, Issues of Jan. 6 and Jan. 14, 1892; Wall, *Reminiscences of Worcester*, p. 88; Sturgis, *A Sketch of the Children of Dr. William Paine*, pp. 13-15; *Salem Vit. Rec.* (printed), vol. 2, p. 135; Ellery and Bowditch, *Pickering Genealogy*, vol. 2, pp. 320, 322; Felt, *Annals of Salem*, vol. 2, p. 432.]

PAINE, ELIZABETH ORNE, see Sturgis, Elizabeth Orne (Paine).

PAINE, ESTHER ORNE, see Tucker, Esther Orne (Paine).

211. JACOB PASSAROW, 1766-1801. Oil on panel, probably by William Dunlap. Measurements, 24 in. x 20 in. Half length, face nearly front. Brown curling hair and short side whiskers. White collar, white cravat tied in small bow, frilled shirt front, pale yellow waistcoat. Dark blue high-collared coat, metal buttons on coat and waistcoat. Warm background.

Gift of George P. Messervy, 1904.

Jacob Passarow, or Passarar, as he spelled it, emigrated to America from Benfield, Lower Alsace, Germany. He was a glass manufacturer by trade and since in 1787 many German craftsmen came to Boston to engage in glass-making, it seems probable that he came with them. His naturalization papers, dated 1796, state that he had lived in Boston "for nine years past." His wife was Martha or Patty Kendall, whom he married in Boston June 10, 1790. His associates and friends were such men as Jonathan Amory, Stephen Higginson, Jonathan Hunnewell, John Roulstone and Samuel Gridley, all prominent citizens of Boston, who testified as to his good character at the time of his naturalization. Jacob Passarow purchased land in Boston abutting upon Eliot Street in 1792, but sold it the next year and at the time of his death he lived near the glass house. He was styled "trader" in an obituary notice which also states that he

died in Boston on August 24, 1801, aged thirty-five years and that he was a man "of spotless integrity and industrious habits." He left a wife and five children. Martha (Kendall) Passarow died in Boston October 10, 1827, aged sixty-four years. She was interred at "17 Trinity Ch[urch]." [See *Boston City Hall Death Records*, 1810-1848; *Boston Marriages* (printed), 1751-1809, p. 143; *Columbian Centinel*, Issue of Aug. 26, 1801; *Suffolk County Probate Records*, Docket 21537; *Suffolk County Supreme Judicial Court Records*, February Term, 1796, No. 107143.]

212. JOHN PASSAROW, —, d. 1831. Oil, painted in eight sections on wood, by unknown artist. Measurements, 26 in. x 22 in. Half-length figure, face nearly front, curling brown hair and short side whiskers. White collar and stock, frilled shirt front. Pale yellow waistcoat, black coat, right hand in coat opening. Dark background.

Gift of George P. Messervy, 1904.

John Passarow was a master mariner, sailing on the brig *Baltic*. His residence was in Boston. That he was the son of Jacob Passarow and his wife, Martha (Kendall) Passarow seems reasonably sure from contemporary records. John Passarow died at sea about December 15, 1831, and his only brother, George Passarow, weigher and gauger of Boston, administered on his estate in April, 1832. Eliza (Passarow) Messervy, wife of William Messervy of Salem, "now (1832) absent at sea," was co-heir with George Passarow to John Passarow's estate. The inventory, taken in May, 1833, included a share in the "Exhibition of the Conflagration of Moscow," which share was worth one hundred dollars, the whole exhibition being valued at eight hundred dollars. John Passarow's estate was estimated to be about seven hundred dollars. No record has been found of his marriage. [See *Suffolk County Probate Records*, Docket 30207; *New England Palladium and Commercial Register*, Issue of May 14, 1833; *Suffolk County Supreme Judicial Court Records*, November Term, 1835, p. 228.]

213. MARY BOND (HARRINGTON) PATTERSON, 1836-1908. Oil from daguerreotype. Unknown artist. Canvas, 30 in. x 24 in. Portrait of lady, three-quarters view. Hands clasped in lap. Dark dress, dark brown hair combed over ears. White embroidered collar and cuffs. White muslin undersleeves. Dark background.

Gift of Dr. Alice M. Patterson, 1931.

Mary Bond (Harrington) Patterson was born in Danvers, October 1, 1836, the daughter of Jonas and Margaret (Bishop) Harrington. On March 31, 1858, she married Nathaniel C. Patterson of South Danvers, born August 31, 1835, the son of Nathaniel P. C. and Elizabeth R. Patterson. The death of Mary B. H. Patterson occurred at her residence, 109 Main Street, Peabody, on April 19, 1908, where her husband died May 7, 1918. [See *Danvers Vit. Rec.* (printed), vol. 1, p. 166, 258; *Peabody City Hall Records*; *Salem City Hall Records*, book 9, p. 168; *Peabody Directories*, 1895-1918.]

214. PAUL OF RUSSIA, 1754-1801. Oil by or after Stehukin. Canvas, 28½ in. x 22½ in. Portrait of a man in military uniform, wearing various orders. Long, reddish, curling hair, brushed back from face, dark coat, metal buttons, red collar, white ruffled shirt. Inscription on back of frame "Paul of Russia."

Gift, unknown source.

Paul I, Emperor of Russia, son of Peter III and Catherine II, was born October 2, 1754, in the summer palace at St. Petersburg. He married Wilhelmina of Darmstadt in 1773, who died in 1775, and the next year he took for his second wife Dorothea of Württemberg. His accession to the throne of Russia in 1776 was marked by a liberal policy towards Poland, but later acts of folly and tyranny, notably a coalition against England in 1800, led to a conspiracy against him and he was put to death on March 11, 1801. Alexander I, his son, succeeded him and was one of Russia's greatest emperors. [See Lippincott,

February 28, 1874. Mrs. Peabody passed away June 30, 1885. [See *Essex County Probate Records*, Docket 49416; *Salem City Hall Records*, vol. 15, pp. 2, 146; *Salem Ship Registers* (printed), p. 44; *Salem Directories*, 1874, 1884; *Essex Inst. Hist. Colls.*, vol. 40, p. 68; Peabody, *Peabody Genealogy*, pp. 93, 192; *Salem Vit. Rec.* (printed), vol. 2, p. 144, vol. 4, pp. 164, 271; *Salem Register*, Issue of March 2, 1874; Putnam, *Salem Vessels and Their Voyages*, vol. 1, pp. 114, 158, vol. 3, pp. 97, 106; *History of Salem East India Marine Society*, p. 64; *Laws of the Salem Marine Society*, ed. of 1914, p. 150; *Peabody Museum Records*, furnished by George L. Peabody.]

PEABODY, ELIZABETH PUTNAM, see Rogers, Elizabeth Putnam (Peabody).

216. FRANCIS PEABODY, 1801-1867. Oil by Frances Chamberlain, copied in 1914 after a portrait painted in 1869 by Richard Morrell Staigg, after the death of Colonel Peabody. Canvas, $35\frac{3}{4}$ in. x $24\frac{1}{2}$ in. Head and shoulders, almost full face. High collar, black stock, dark coat, left arm resting on arm of red upholstered chair. Medium brown background.

Gift of Harold Peabody, 1934.

Francis Peabody was born in Salem, December 7, 1801, the son of Joseph Peabody, one of the most eminent merchants of his time, and his wife, Elizabeth (Smith) Peabody, daughter of the Rev. Elias Smith of Middleton. Francis Peabody's education was gained at Dummer Academy and at a private school at Brighton. At the completion of these courses he made a voyage to Russia in the ship *Augustus*, owned by his father. His health, which had hitherto been delicate, was greatly benefitted by this trip and his extensive travels into the interior of the country. Upon his return to Salem he entered with great zeal into a study of the useful arts and sciences, lecturing before the Essex Lodge of Free Masons and the Salem Charitable Mechanic Association, of which he

was a member. He also gave a series of free public lectures in Franklin Hall on the uses of the steam engine and upon electricity. When the County Lyceum was formed in 1830, he was its first treasurer and appeared several times on its lecture program. About this time the study of military tactics interested him and finally he became Colonel of the First Regiment, First Brigade, 2nd Division of the Massachusetts Militia. He was elected President of the Essex Institute and served from 1865 to 1867, and the first President of the Peabody Academy of Science, always furthering the welfare of each institution to the utmost of his ability. Several visits to Europe furnished him with short periods of recreation, while his newly-formed interests in manufacturing fields continued to grow and prosper. Colonel Peabody began the white-lead business in South Salem in 1826 and there also carried on the manufacture of sperm candles, sheet lead and lead pipe. In 1837 he built the linseed oil mills at Middleton, importing the flax seed from Europe and Calcutta. In 1841 he chartered the ship *Gen. Harrison* and within the next two years purchased the ships *Isaac Hicks* and *New Jersey*. These vessels brought home enormous quantities of linseed and other Calcutta goods. In the meantime Colonel Peabody built the paper mills at Middleton, where were made the best of book paper. He sold this latter business in 1843. Martha Endicott, daughter of Samuel and Elizabeth (Putnam) Endicott, became the wife of Francis Peabody on July 7, 1823. They were the parents of six children, of whom five lived to maturity. From the time of their marriage until 1839, Colonel and Mrs. Peabody resided at 380 Essex Street in a house designed by Samuel McIntire. They then removed to 134 Essex Street, which house has since been demolished to make room for the State Armory. The summer home of the Peabodys was the beautiful estate at Kernwood. Colonel Peabody died in Salem on October 31, 1867, and Mrs. Peabody passed away in Boston March 12, 1891. [See Endicott, *Memoir of Samuel Endicott*, pp. 39-48; *Essex Inst. Hist. Colls.*, vol. 9, pt. 2,

pp. 3-80, vol. 15, p. 302; *Salem Vit. Rec.* (printed), vol. 1, p. 281, vol. 2, p. 145, vol. 4, p. 164.]

217. GEORGE PEABODY, 1795-1869. Oil by A. Bertram Schell. Canvas, 56 in. x 41 in. Three-quarters length. Nearly full face, right-hand half concealed in coat, left hand resting on book at edge of table. Holds envelope in left hand.

Gift of Heirs of S. Endicott Peabody, 1912.

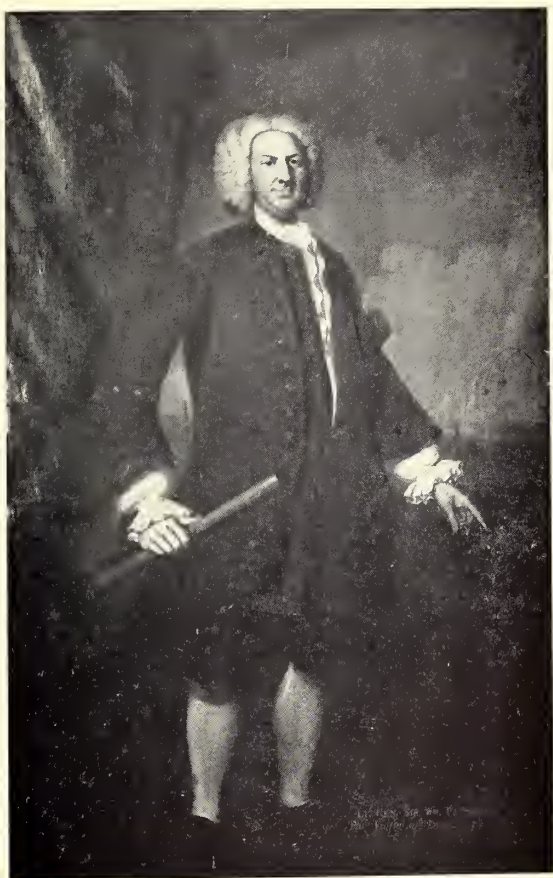
George Peabody, merchant and philanthropist, was a native of South Danvers, now the city of Peabody. Here he was born on February 18, 1795, the son of Thomas Peabody, a soldier of the Revolution and his wife, Judith (Dodge) Peabody. The training for his future career began with a humble clerkship in the village grocery store and as an assistant to his brother David in a dry goods store in Newburyport. In 1812 he took a position in the same business in Georgetown, D. C., shortly becoming a partner of the proprietor under the name of Riggs and Peabody. After the removal of the business to Baltimore and at the retirement of Mr. Riggs, the firm name was changed to Peabody and Riggs with houses in Philadelphia and New York. This venture was enormously successful, due in great part to the financial ability of Mr. Peabody. In 1847, believing a still further change desirable, Mr. Peabody withdrew, and removing to London associated himself with the banking house of J. S. Morgan, who was the father of J. Pierpont Morgan of later banking fame. Mr. Peabody accumulated a large fortune due to this connection, but his generous nature, unspoiled by wealth and success led him at this time to remember his native town. He endowed two institutions, one in the south parish, now named Peabody in his honor, and the other in the north parish, both buildings known as "Peabody Institute." Among other recipients of his benefactions were Phillips Academy, Andover, Kenyon College, Ohio, Harvard and Yale Colleges and numerous other public institutions. Prominent among his gifts was a large donation to found the Peabody Academy of Science in Salem. In 1867 Congress awarded Mr. Pea-

body a gold medal in recognition of his substantial gift to the trustees of the Peabody fund for Education in the Southern States. The benevolence by which he will be longest remembered was his gift of several millions of dollars to be used for the proper housing of the poor in London. This princely benefaction so stirred the heart of Queen Victoria that she offered Mr. Peabody a baronetcy and wrote him a personal letter of appreciation. The knighthood he declined, but the letter he always cherished, as well as a portrait of herself presented by the Queen which now hangs in the Peabody Institute Library at Peabody. A statue of Mr. Peabody stands in the area of the Royal exchange in London and a replica in Baltimore, Maryland. Although he made his residence in England, Mr. Peabody found time for several visits to America. Declining all honors in its large cities, he repaired to his native town where he was accorded a royal welcome on each occasion. Mr. Peabody died, unmarried, in London on November 4, 1869, and services were held in Westminster Abbey. Accompanied by Prince Arthur of England, the *Monarch*, a ship of the Royal Navy brought his body to his New England birthplace. On February 8, 1870, his funeral was held at the church in South Danvers and his remains interred at Harmony Grove Cemetery in Salem. [See *Essex Inst. Hist. Colls.*, vol. 9, pt. 2, p. 71, vol. 17, p. 175; Peabody, *Peabody Genealogy*, pp. 49, 100-104; Tapley, *Chronicles of Danvers*, pp. 159-173; *Danvers Vit. Rec.* (printed), vol. 1, p. 258.]

PEARSON, SALLY MARIA, see Cutler. Sally Maria (Pearson).

218. CAROLINE (GRAVES) PEIRCE, 1812-1867. Oil by Charles Osgood about 1844. Canvas, 22 in. x 19 in. Head and shoulders, almost full face, eyes looking left. Dark hair parted in center, ringlet at side of face hangs over shoulder. Low-cut white dress. Dark gray background.

Gift of Miss Annie S. Peirce, 1921.



WILLIAM PEPPERRELL
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Caroline (Graves) Peirce was born in Salem on May 30, 1812, the daughter of Samuel Burrill Graves, one-time master of the brig *Neptune* and his wife, Grace (Oakes) Graves. On January 16, 1837, Caroline Graves married William Putnam Peirce, a Salem merchant, son of George Peirce. William P. Peirce was a member of the house of Peele, Hubbell and Co., and his residence was for a time in Manila, where he was in the Consular service. He died June 14, 1859, and Mrs. Peirce passed away in Boston on April 9, 1867. [See Davenport, *Cohasset Genealogies and Town Histories*, p. 317; *Salem City Hall Records*, vol. 6, pp. 158, 233; *Salem Directory*, 1859; *Salem Gazette*, Issue of June 17, 1859; *Essex County Probate Records*, Docket 49711; *Lynn Vit. Rec.* (printed), vol. 2, p. 488; *Salem Vit. Rec.* (printed), vol. 1, p. 380, vol. 3, p. 441; *Cohasset Vit. Rec.* (printed), p. 79.]

219. KATHARINE EDITH PEIRCE, 1848-1891. Oil by Charles Osgood. Oval canvas, 30 in. x 24 in. Three-quarters figure of young girl, full face. Holds flowers caught up in her dress. Landscape background.

Gift of Miss Annie S. Peirce, 1922.

Katharine Edith Peirce was the daughter of William Putnam Peirce, merchant of Salem, and his wife, Caroline (Graves) Peirce. She was born in 1848 at Shanghai, China, and died at Fond du Lac, Wisconsin. No record has been found of her marriage. Her father was prominent in the Manila trade and was with the house of Peele, Hubbell and Co. for a long period. [See References for Caroline (Graves) Peirce and also information furnished by Annie S. Peirce of Salem.]

220. LYDIA (OSBORNE) PEIRCE, —, died before 1807. Oil by Charles Osgood, painted on panel. Measurements, 23 in. x 17 in. Half-length figure, face nearly front. Brown curls show under mus-

lin headdress. Muslin collar, white dress, red cashmere shawl. Dark background.

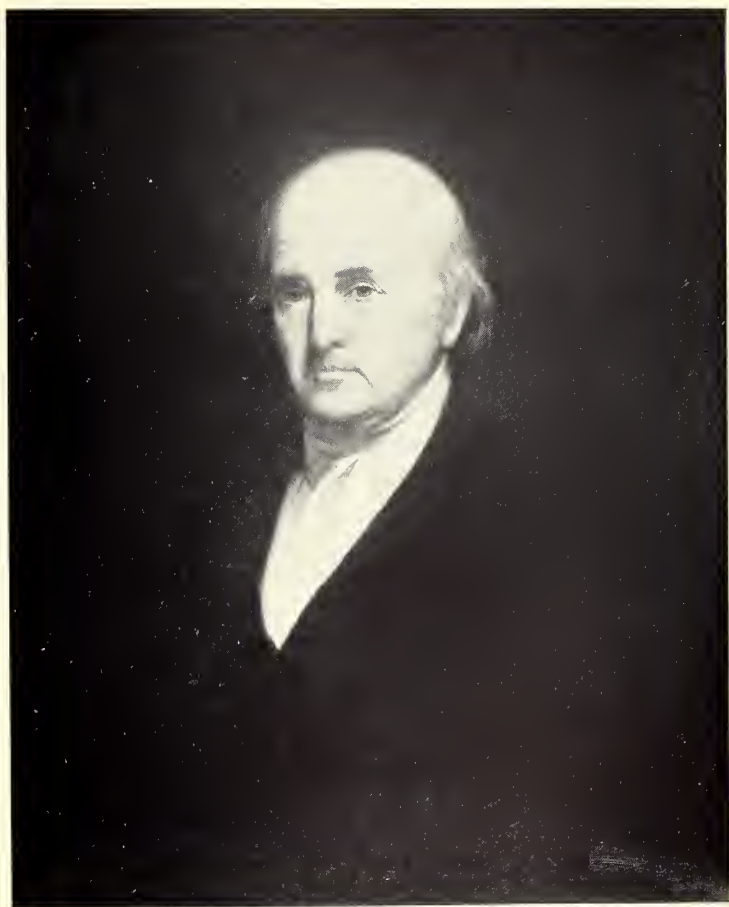
Gift of Mrs. Eveline L. Hathaway, 1916.

Lydia (Osborne) Peirce was the first wife of Jonathan Peirce, whom she married in Salem on September 24, 1803. His second wife was Anstiss D. Blanchard, whom he married on June 14, 1807, in Salem. Mr. Peirce was born in 1775, the son of John and Patience (Peele) Peirce. He died at Augusta, Maine, in December, 1838. [See *Essex Inst. Hist. Colls.*, vol. 3, p. 177; *Salem Vit. Rec.* (printed), vol. 4, pp. 144, 174.]

221. WILLIAM PEPPERRELL, 1696-1759. Oil by John Smibert. Canvas, 96 in. x 56 in. Inscription in lower right corner of portrait, "Lt. Gen. Sir Wm. Pepperrell, Bart. The Victor of Louisburg, A. D. 1745." Standing figure, almost full face. Gray wig, red coat and gold braided waistcoat. Knee breeches, white stockings, buckled low shoes, white stock. Frilled shirt, linen undersleeves with frilled cuffs. Hat under left arm. Right hand holds baton, left hand points to lower right corner. Battle scene in rear on right. Curtain on left.

Gift of George Atkinson Ward, 1821.

Sir William Pepperrell, Baronet and soldier, was a native of Kittery Point, Maine, born on June 27, 1696. His father was William Pepperrell of Tavistock, England, and his mother was Margery Bray. As a young man, William Pepperrell helped in his father's store which dispensed lumber and fish. They also built ships for foreign trade and were known as the William Pepperrells. His early experience in the militia soon advanced him to the command of all of the troops in the Province of Maine. Besides his military services he found time for the study of law and became Chief Justice and President of the Massachusetts Council at the time when the Colonies were involved in the war of Great Britain with France. Then it was that Pepperrell was chosen to com-



GARDNER BRAMAN PERRY

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mand the expedition to Louisburg of which he was hailed as the saviour and in 1745 was commissioned Colonel. The next year he was created a Baronet and was received by the King in London in 1749. In 1753 he was commissioned to negotiate a treaty with the Maine Indians and was accorded further responsible duties. His wife was Mary Hirst, whom he married March 16, 1723. She was the granddaughter of Samuel Sewall. Of his four children only two lived to mature years and of these his son Andrew died unmarried. His Baronetcy, therefore, became extinct, but his grandson, William Pepperrell Sparhawk, who inherited the bulk of his property took his name. Sir William Pepperrell died on July 6, 1759. His grandson became a Loyalist and fled to England at the beginning of the Revolution. [See Malone, *Dictionary of American Biography*, vol. 14, p. 456; Drake, *Dictionary of American Biography*, p. 705; *Essex Inst. Hist. Colls.*, vol. 21, pp. 161-176.]

222. GARDNER BRAMAN PERRY, 1783-1859. Oil by Chester Harding. Canvas, 30 in. x 25 in. Head and shoulders, face three quarters to left. Elderly man, partly bald, eyes to left, ruddy complexion. Gray hair at sides of head. White collar and stock. Dark clothes and dark background.

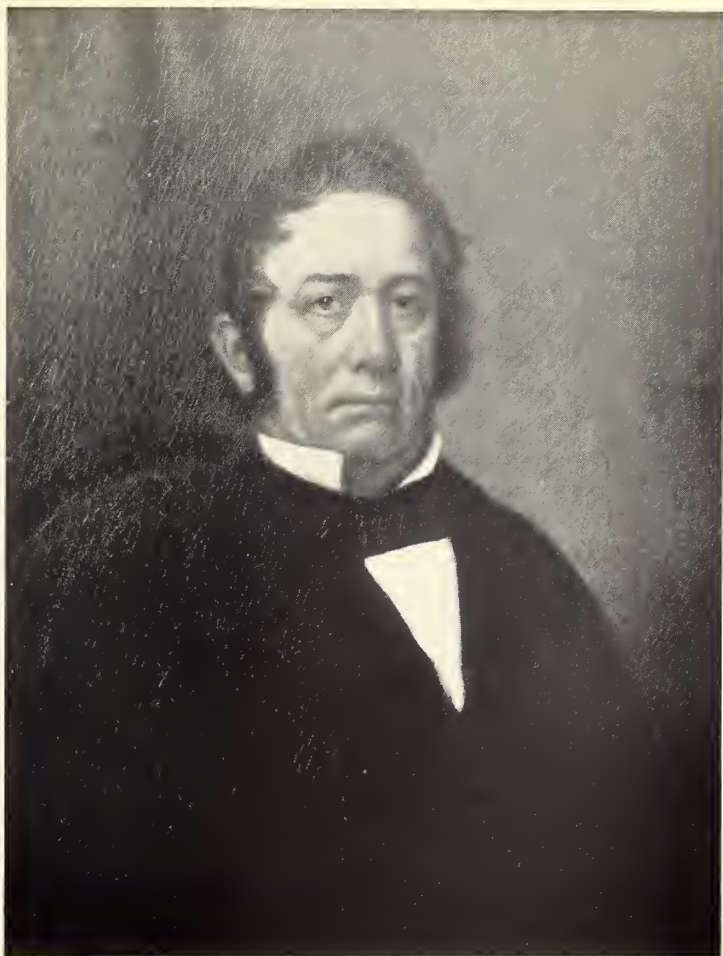
Gift of Gardner B. Perry, 1890.

Gardner Braman Perry was born at Norton, Massachusetts, August 9, 1783, the son of Nathan and Phebe Braman Perry. He entered Norton Academy when very young where he fitted for college, entering at first Brown University, but leaving to graduate in 1804 from Union College at Schenectady. For a year he taught at Ballston, New York, where he was principal of the academy in that place, but returned to tutor at Union College. He then took charge of the academy at Kingston, New York, where he remained until 1812. He studied theology in Albany and in 1814 became the third pastor of the East Bradford (now Groveland) Congregational Church and there remained as sole pastor until in 1851 he was granted

a colleague. On May 22, 1816, Mr. Perry married Maria P. Chamberlain of Exeter, N. H., daughter of Samuel and Mary (Tilton) Chamberlain. By her he had one child. She died March 11, 1817, and Eunice Tuttle, the daughter of John and Elizabeth (Leighton) Tuttle was his second wife. She died on June 15, 1824. They had four children. On May 22, 1827, he married for his third wife Sarah Brown of Grafton, daughter of Aaron and Elizabeth (Stowell) Brown, formerly of Beverly. Four children were the issue of this union. The births of all his nine children are recorded in Bradford. Mr. Perry was an ardent champion of the temperance and anti-slavery movements, one of the organizers of the Essex County Natural History Society and interested in agriculture. He gave the annual address before the Essex Agricultural Society for many years. He published a history of Bradford, and an address upon Bradford's past delivered by him was printed in 1821 which enjoyed a considerable sale. The New England Historic Genealogical Society published a memoir of Mr. Perry shortly after his death, which occurred at Groveland on December 16, 1859. Mrs. Sarah (Brown) Perry survived her husband and passed away on June 28, 1872. [See *N. E. Hist. and Gen. Memorial Biographies*, vol. 3, p. 472; *N. E. Hist. and Gen. Reg.*, vol. 14, p. 187, vol. 15, p. 95, vol. 37, p. 327, vol. 45, p. 15; Clarke, *History of Norton*, p. 492; *Norton Vit. Rec.* (printed), p. 117; *Bradford Vit. Rec.* (printed), pp. 135, 136, 260, 353; Kingsbury, *Memorial History of Bradford*, p. 153.]

223. STEPHEN CLARENDON PHILLIPS, 1801-1857. Oil by George Southward. Canvas, 30 in. x 25 in. Half-length, face nearly front. Dark hair brushed towards face. Side whiskers. High collar, black stock, dark coat and waistcoat. Dark background.
Gift of Willard P. Phillips.

Stephen Clarendon Phillips, the son of Stephen and his first wife, Dorcas (Woodbridge) Phillips, was born in Salem, November 4, 1801. A graduate of Harvard College with the class of 1819, the law first claimed his



STEPHEN CLARENDON PHILLIPS
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attention and he devoted some time to its study, relinquishing it, however, for a mercantile career. He became a successful and eminent merchant though his public interests were many and he devoted to them a large part of his attention. He served his state and country in the Legislature at various periods and was Free Soil candidate for Governor in 1848. He was a member of the Massachusetts State Board of Education and a trustee of the Massachusetts State Lunatic Hospital. His city elected him as its second mayor in 1838, where he served until his voluntary resignation in 1842. While in this capacity he donated his entire salary to the city of Salem for the benefit of its public schools. Other civic matters claimed his interests and he was president of the Young Men's Temperance Society and of the Salem Bible Society, Vice President of the Salem Savings Bank, a member of the Salem School Committee and one of the managers of the Salem Dispensary. On November 7, 1822, he married Jane A. Peele, the daughter of Willard and Margaret (Appleton) Peele. She died on December 19, 1837, and on September 3, 1838, her sister, Margaret M. Peele, became his second wife. She passed away in Salem July 15, 1883. The Phillips residence was on Chestnut Street in Salem. A most valuable and useful life came to a tragic ending when Mr. Phillips became the victim of the terrible disaster which befell the steamer *Montreal* on June 26, 1857. Mr. Phillips had been in Canada upon a business trip and was proceeding to Montreal from Quebec, having left the latter city but a few hours previously when the steamer caught fire and nearly all its passengers were lost. Mr. Phillips' body was reclaimed from the river and brought to Salem where his funeral was held from the Barton Square Church amid great and general mourning. Of him it was truly said, "One of the greatest benefactors this city has ever known has passed from among us. We shall not look upon his like again." [See *Salem City Hall Records*, vol. 6, p. 140, vol. 15, p. 120; *Salem Register*, Issue of July 2, 1851; *Essex Inst. Hist. Colls.*, vol. 15, p. 288; *Salem Vit. Rec.* (printed), vol. 1, p. 164, vol. 4, p. 188; Perley, *History*

of Salem, vol. 3, p. 58; Batchelder and Osgood, *Sketch of Salem*, p. 57; *Salem Directories*, 1837-1859; *Essex County Mercury*, Issue of July 1, 1857.]

PHIPPEN, LYDIA, see Fiske, Lydia (Phippen).

224. TIMOTHY PICKERING, 1745-1829. Oil by N. Lake-man, 1826. Canvas, 27 in. x 20½ in. Half-length, face three-quarters to right. Elderly man, partly bald, long white hair at sides of face. White stock, dark clothes, and dark background.

Gift of John G. Felt, unknown date.

Timothy Pickering, soldier and statesman, was a native of Salem, born on July 6, 1745, the son of Timothy and Mary (Wingate) Pickering. His education was received at Harvard College, from which he was graduated with the class of 1763. For the next ten years he was a clerk in the Essex County Registry of Deeds, where afterwards he served as Register. Upon his graduation from college, although engaged with his clerkship, he entered upon the study of law and was admitted to the Bar in 1768. In common with many other young men of his time he took much interest in military matters and he became Captain of the Fourth Military Company of Salem. After the writing of several controversial and political pamphlets for the press, he published a work entitled *An Easy Plan of Discipline for a Militia* which was adopted by Massachusetts in 1776 and used in the American army. Chosen upon the Committee of Correspondence and Safety at the beginning of the Revolution, he served with judgment and integrity. In 1775 he was elected Colonel of the First Regiment of the Essex County Militia. After participation in the campaign of 1776-77 in New York and New Jersey, Colonel Pickering was appointed Adjutant General and shortly afterwards, Quartermaster General, which latter office he held until peace was declared. His many military activities had attracted the attention of General Washington, who called him "a great military general as well as a gentleman of liberal education and distinguished zeal." He was a prolific correspondent and

his letters during the period of the Revolution are a valuable contribution to the literature of the times. On April 8, 1776, he married at Bradford, Massachusetts, Rebecca White of English birth, at one time a resident of Boston. They had ten children, several of whom were born in Pennsylvania and New York State. In 1787, Colonel Pickering decided to remove with his then small family to the newly settled Wyoming Valley, where he was charged by the government of Pennsylvania with the organizing of the County of Luzerne. Land title disputes and quarrels among the settlers, each of which Colonel Pickering endeavored to adjust, led to severe troubles and Colonel Pickering sought safety in Philadelphia, where he and his family remained for a short period. He had been appointed the previous year a delegate to Congress from Luzerne County to ratify the United States Constitution. Contrary to the wishes of his family and friends he returned to Wyoming, where the feeling against him still slumbered and on June 28th of that year he was atrociously treated by a masked band of settlers still bitter in their dislike for him. These difficulties over, he purchased land in Western Pennsylvania, also in Ohio and Kentucky as a business venture. This tied up his resources as it did not prove profitable and he decided to accept an appointment by General Washington to depart on a good-will mission to the Seneca Indians which happily had a successful termination. He then applied to the government for a salaried position and was given the office of Postmaster General in 1791. The important appointments as Secretary of War and Secretary of State came in rapid succession and the discharge of these duties by Colonel Pickering met with the full approval of Washington. In 1800 political difficulties caused his dismissal from the State department. Finding himself with but little income and the support of a large family Colonel Pickering took up farming in Pennsylvania. This project being not entirely successful, he settled upon a farm in Danvers, but removed to Beverly in 1804. In 1806 he established a home in Wenham, where he and his family

spent many happy years. Meantime he had become Chief Justice of the Court of Common Pleas of Essex County, and United States Senator. He published many attacks on the current political history of the country which appeared in English newspapers as well as in the American press. In the latter part of his life he returned to his native city, where a letter by William Driver tells us "he lived for some time in the Pickering House opposite the graveyard." On August 18, 1828, he met with a severe affliction in the loss of his wife with whom he had lived for more than fifty years. He did not long survive her but passed away June 29, 1829. Colonel and Mrs. Pickering lie in the Broad Street burial ground in Salem. [See *Salem Vit. Rec.* (printed), vol. 2, pp. 172, 173, vol. 4, p. 194, vol. 6, pp. 142, 143; Malone, *Dictionary of American Biography*, vol. 14, p. 565; Ellery and Bowditch, *Pickering Genealogy*, vol. 1, pp. 133-163; *Essex Register*, Issue of February 2, 1829.]

225. BENJAMIN PICKMAN, 1708-1773. Oil by John Greenwood. Canvas, 36 in. x 28 in. Half-length standing figure, face nearly front. Brown coat and waistcoat, white stock and frilled shirt. Linen cuff over right hand which holds invoice. Ship in background.

Gift of Dr. Hersey Derby Pickman, 1903.

Benjamin Pickman, soldier and merchant, was a native of Boston, born January 28, 1707-8, the son of Benjamin and Abigail (Lindall) Pickman. His wife, Love Rawlins, whom he married in October, 1731, was the daughter of Capt. John Rawlins and his wife, Love (Prout) Ingles of Boston. Love Rawlins was born on July 29, 1709. Benjamin Pickman's removal to Salem and his subsequent life there was marked by much success, his West India trade covering a long period and being very profitable. His military services brought him a Colonel's commission in the Essex Regiment and in politics he served three years as Representative to the General Court. The first campaign against Cape Breton at this time was considered by him to be a measure for New England's

development and his attitude won him a place on the Council of War. His services were so marked that in 1749 he was made the recipient by the government of a two-handled silver eup called a "monteith" or a "montiff." This beautiful gift may be seen at the Essex Institute at Salem, as well as one of the gilded codfish which once adorned the staircase of his stately mansion on Essex Street, Salem. The Institute also has preserved a fine archway, formerly a part of his home. In 1756 Colonel Pickman was appointed Justice of the Inferior Court and a member of the Governor's Council. He built a fine house on Washington Street on the site of the present Masonic Temple in Salem, where at one time Elias Hasket Derby made his home. He had many other real estate holdings and died the possessor of a large fortune on August 20, 1773, one of the greatest merchants of New England. His remains are interred in the Broad Street Cemetery in Salem. Mrs. Pickman passed away on June 9, 1786. One of Colonel Pickman's daughters was the wife of Col. Peter Frye of Salem, a prominent Loyalist, and another daughter married Dr. Edward Augustus Holyoke. [See Dow, *Diary and Letters of Benjamin Pickman*, pp. 13-19; *Essex Inst. Hist. Colls.*, vol. 39, p. 106; *Salem Vit. Rec.* (printed), vol. 2, p. 174, vol. 4, p. 195, vol. 6, p. 144.]

226. BENJAMIN PICKMAN, 1740-1819. Wax bas-relief by John Christian Rausehner. Head and shoulders, facing left. Dark brown hair tied in a cue. High collar, ruffled shirt, dark coat.

Gift of Miss Martha C. Codman, 1910.

Benjamin Pickman was a native of Salem, born November 7, 1740, the son of Benjamin and Love (Rawlins) Pickman. Close upon his graduation from Harvard College in the class of 1759, he engaged with his father in the prosperous mercantile business which he had developed. They shipped to foreign countries vast stores of fish and other commodities and took for return cargo many goods not to be found in New

England. Carrying down the military traditions of the family, Benjamin Pickman was made Colonel of the Essex Regiment in Salem and served some time in this capacity. His marriage on April 22, 1762, to Mary Toppan, daughter of Dr. Bezaleel and Mary (Barton) Toppan, connected him with the prominent Newburyport family of that name. Of a social nature and deeply interested in the stirring politics of the period, Colonel Pickman met often with a chosen set of friends and discussed the developments of the times as the war clouds of the Revolution approached. Most of these men were Loyalists and Colonel Pickman was among their number. In 1775 he felt it expedient to depart for England, which he did in March and sailed on the brig *Betsey*. Across the water he met many former acquaintances and at once became a member of the Loyalist's Club of London. He resided in England for about eight years awaiting the return of peace in America. When, in 1783, he hoped to depart for his native land, the Proscription Act of 1778 had not been repealed and he was forced to delay his sailing for two more years. His return to Salem was finally accomplished in 1785, the Legislature shortly restored his citizenship and he engaged himself in civic affairs in his native town. He soon took office as town treasurer and also served as overseer of the poor, as well as in other minor posts of confidence. Colonel Pickman's home was always that of generous hospitality and the Loring Avenue farm in South Salem, formerly the property of his father, was often the scene of summer gayety and entertainment. Colonel Pickman's wife, Mrs. Mary (Toppan) Pickman, had nobly and patiently borne the trials incident to her husband's extended absence abroad and had been a real helpmeet under every circumstance of their eventful life together. She passed away on April 28, 1817, at the age of seventy-five years. In her memory Colonel Pickman presented the Rev. Dr. Bentley of Salem with a beautiful mourning ring.

(To be continued.)



SHIP "RADUGA," 586 TONS, BUILT AT NEWBURY IN 1848

From a drawing made in 1863

Courtesy of the Peabody Museum, Salem

SHIP REGISTERS OF THE DISTRICT OF
NEWBURYPORT.
1789-1870.

COMPILED FROM THE NEWBURYPORT CUSTOM HOUSE
RECORDS, NOW ON DEPOSIT AT THE ESSEX
INSTITUTE.

(Continued from Vol. LXXI, page 198)

POLLY, sch., 35 tons; built Duxbury, 1794; length, 46 ft.; breadth, 14 ft.; depth, 6 ft. Reg. May 1, 1811. Nathan Hobson of Rowley, Francis Delile, Mathias Varina, owners; Francis Delile, master. Reg. Jan. 18, 1811. William Currier of Newbury, and William Carrick, Nathan Hobson of Rowley, Mathias Varina of Newbury, owners; William Carrick, master. Reg. Aug. 28, 1811. Francis Delile, David Tarr, owners; Francis Delile, master. Reg. Feb. 6, 1812. Francis Delile, Amos Foreman, David Tarr, owners; Francis Delile, master.

POLLY, ship, 191 tons; built Haverhill, 1794; length, 78 ft. 5 in.; breadth, 23 ft. 10 in.; depth, 11 ft. 11 in. Reg. June 20, 1794. William Duncan of Concord, N. H., owner; Simon Mansis, master.

POLLY, sch., 53 tons; built Barnstable, 1795; length, 59 ft.; breadth, 17 ft.; depth, 6 ft. 2 in. Reg. Jan. 12, 1807. Roger Boone of Buckston, Salathiel Nickerson and Heirs of Caleb Nickerson of Chatham, owners; Josiah Higgins, master.

POLLY, sch., 113 tons; built Brunswick, 1795; length, 71 ft.; breadth, 22 ft. 8 in.; depth, 8 ft. 3 in. Reg. Feb. 16, 1802. Samuel Brown, Jacob Stone, owners; Daniel Stone, master. Reg. Nov. 23, 1802. Samuel Brown, Jacob Stone, owners; William Hunt, master. Reg. May 8, 1809. Jacob Stone, Samuel Brown, Benjamin Merrill, owners; James Clarkson, master. Reg. Oct. 2, 1809. Samuel Brown, Benjamin Merrill, owners; James Clarkson, master.

POLLY, snow, 107 tons; built Haverhill, 1800; length, 65 ft. 1 in.; breadth, 20 ft. 3½ in.; depth, 9 ft. 6 in. Reg. May 28, 1800. Cornelius Mansise of Haverhill, Isaac Carlton of Charlestown, Thomas Peabody of Boston, owners; Cornelius Mansise, master.

POLLY, sloop, 60 tons; built Amesbury, 1805; length, 60 ft. 7 in.; breadth, 18 ft. 6 in.; depth, 6 ft. 3 in. Reg. Oct.

4, 1805. William Hooper of Marblehead, owner; Robert Burridge, master.

POLLY, sloop, 49 tons; built York, Me., 1815; length, 52 ft. 2 in.; breadth, 17 ft. 6 in.; depth, 6 ft. 6 in. Reg. Nov. 19, 1821. Samuel Boardman of Newbury, Joshua Carter, owners; Samuel Boardman, master.

POLLY & BETSY, sch., 68 tons; built Massachusetts, 1788; length, 60 ft. 6 in.; breadth, 18 ft. 10 in.; depth, 7 ft. Reg. April 21, 1797. William Wyer, Jr., Nicholas Tracy, Samuel Brown, Jr., owners; Moses Harris, master. Reg. Oct. 4, 1797. William Wyer, Jr., Nicholas Tracy, Samuel Brown, owners; Moses Harris, master.

POLLY AND SALLY, sch., 81 tons; built Salisbury, 1801; length, 65 ft. 8 in.; breadth, 20 ft. 1 in.; depth, 7 ft. 2 in. Reg. July 27, 1803. Stephen Holland, William Wyer, Charles Webber of Vassalborough, owners; Christopher Bassett, master. Reg. Feb. 2, 1804. Stephen Holland, William Wyer, Jr., owners; Charles Hodge, master. Reg. Jan. 1, 1805. William Wyer, Jr., Stephen Holland, owners; Charles Hodge, master. Reg. Jan. 17, 1807. Jonathan Webster and Seth Clark, both of Salisbury, Bagley Carter of Newbury, and David Haynes of Deerfield, N. H., owners; John Bagley, master. Reg. Dec. 3, 1807. Bagley Carter of Newbury, and Jonathan Webster of Salisbury, Seth Clark of Salisbury and David Haynes of Deerfield, N. H., owners; Israel Batchelder, master. Reg. Apr. 28, 1808. Barzilla Lombard and Bagley Carter of Salisbury, Jonathan Webster of Salisbury, David Haines of Deerfield, N. H., owners; Benjamin Newman, master. Reg. Mar. 20, 1809. David Haynes of Deerfield, N. H., Barzilla Lombard, Bagley Carter, Jonathan Webster, all of Salisbury, owners; Barzilla Lombard, master.

POLLY AND SALLY, sch., 84 tons; built Amesbury, 1805; length, 63 ft. 1 in.; breadth, 19 ft. 5 in.; depth, 8 ft. Reg. Nov. 14, 1805. David Currier of Amesbury, George Offutt, owners; George Offutt, master. Reg. Nov. 14, 1806. George Offutt of Salisbury, David Currier of Amesbury, owners; George Offutt, master. Reg. Dec. 7, 1807. David Currier of Amesbury, George Offutt of Salisbury, owners; James Lattimore, master. Reg. May 24, 1809. David Currier of Amesbury, George Offutt of Salisbury, owners; George Offutt, master.

POLLY ANN, sch., 63 tons; built Amesbury, 1816; length, 54 ft. 7 in.; breadth, 17 ft. 5 in.; depth, 7 ft. 10 in.; billet

head. Reg. Jan. 15, 1817. David Currier of Amesbury, owner; Valentine Bagley, master.

POLLY OF BELFAST, sch., 27 tons; "forfeited March 1815"; length, 42 ft. 7 in.; breadth, 13 ft. 6 in.; depth, 5 ft. 11 in. Reg. Aug. 19, 1817. Thomas Stewart and James Millen, both of Belfast, owners; Thomas Stewart, master.

POMONA, bgtne., built Newbury, 1784; length, 66 ft. 3 in.; breadth, 21 ft. 3 in.; depth, 10 ft. 7½ in. Reg. Mar. 8, 1790. William Bartlet, Moses Brown, owners; William Lurvey, master. Reg. June 18, 1793. Moses Brown, William Wyer, Jr., owners; John Bagley, master.

POMONA, ship, 241 tons; built Amesbury, 1795; length, 86 ft. 9 in.; breadth, 25 ft. 4 in.; depth, 12 ft. 8 in. Reg. Aug. 10, 1795. Abel Harris, Robert Harris, both of Portsmouth, N. H., owners; William Young Merrill, master.

POMONA, ship, 253 tons; built Haverhill, 1804; length, 89 ft. 6 in.; breadth, 25 ft. 6 in.; depth, 12 ft. 9 in. Reg. July 30, 1804. William Bartlett, owner; William Andrews, master. Reg. May 31, 1809. John Hall Wheelwright, James Dennie, both of Boston, owners; Joshua Atkins, master.

POMONA, brig, 138 tons; built Newbury, 1808; length, 74 ft.; breadth, 22 ft. 4 in.; depth, 9 ft. 8½ in. Reg. Sept. 4, 1809. David Coffin, owner; John Stone, Jr., master.

POMONA, bgtne., 164 tons; built Newbury, 1808; length, 75 ft. 8 in.; breadth, 22 ft. 5 in.; depth, 11 ft. 2½ in. Reg. June 13, 1811. David Coffin, owner; David Coffin, Jr., master.

PORGA, sch., 62 tons; built Saco, 1788; length, 57 ft. 8 in.; breadth, 17 ft. 6 in.; depth, 7 ft. 10 in. Reg. Oct., 1789. Sylvester Lowell, owner; Sylvester Lowell, master.

PORT PACKET, sloop, 62 tons; built Newbury, 1783; length, 56 ft. 8 in.; breadth, 16 ft. 6 in.; depth, 7 ft. 9 in. Reg. Mar. 27, 1795. Henry Friend, William Coombs, John Friend, owners; John Holland, master. Reg. Aug. 22, 1795. Henry Friend, William Coombs, Ebenezer Wheelwright, John Holland, owners; John Holland, master.

PORTLAND, ship, 270 tons; built Amesbury, 1795; length, 92 ft. 6 in.; breadth, 26 ft. 3 in.; depth, 13 ft. 1½ in. Reg. July 6, 1795. David Barnard, Shubal Barnard, Edward Cary, all of Nantucket, owners; David Barnard, master.

POTOMAC, ship, 351 tons; built Salisbury, 1812; length, 102 ft. 6 in.; breadth, 27 ft. 11 in.; depth, 13 ft. 11½ in.; figure head, woman. Reg. Apr. 12, 1815. William Bartlet, owner; Isaac Park, master.

POTOMAC, ship, 383 tons; built Salisbury, 1821; length, 109 ft. 8 in.; breadth, 28 ft.; depth, 14 ft.; figure head, woman. Reg. Nov. 20, 1821. William Bartlet, owner; Ebenezer Webster, master.

POWHATAN, brig, 267 tons; built Newbury, 1829; length, 100 ft. 6 in.; breadth, 24 ft. 4 in.; depth, 12 ft. 2 in.; billet head. Reg. Dec. 28, 1829. John N. Cushing, Henry Johnson, Stephen Le Breton, owners; Thomas A. Smith, master. Reg. Nov. 10, 1834. Henry Johnson of Newburyport and heirs of Stephen Lebreton, owners; Robert W. Welsh, master.

PRESAGE, brig, 155 tons; built Haverhill, 1808; length, 72 ft.; breadth, 22 ft. 5½ in.; depth, 11 ft. 2¾ in. Reg. Apr. 4, 1809. Robert Ober of Georgetown, D. C., Isaac Tenney, owners; William Lawson, master.

PRESIDENT, pink stern sch., 46 tons; built Salisbury, 1825; length, 53 ft. 7 in.; breadth, 15 ft. 3 in.; depth, 6 ft. 6 in. Reg. Dec. 22, 1827. Humphrey Lane, Jr., William Seward of Kittery, owners; Humphrey Lane, Jr., master.

PROUDFITT, ship, 175 tons; built Amesbury, 1797; length, 76 ft. 10 in.; breadth, 23 ft.; depth, 11 ft. 6 in.; figure head, man. Reg. Dec. 15, 1797. Joseph Hoyt of Amesbury, owner; Bayley Chase, master.

PROVIDENCE, sch., 35 tons; built Castine, 1800; length, 44 ft. 8 in.; breadth, 14 ft. 11½ in.; depth, 6 ft. 3 in. Reg. Aug. 14, 1809. David Coffin, owner; Elijah Brown, master.

PRUDENCE, snow, 172 tons; built Connecticut, 1792; length, 75 ft. 6 in.; breadth, 23 ft. 1 in.; depth, 11 ft. 6½ in.; figure head, woman. Reg. Dec. 21, 1798. Leonard Smith, owner; Benjamin Lunt, Jr., master. Reg. July 16, 1799. Pearson Brown, Enoch Gerrish, both of Newbury, owners; Pearson Brown, master.

QUEEN OF THE WEST, sch., 66 tons; built Essex, 1847; length, 62 ft.; breadth, 16 ft. 8½ in.; depth, 7 ft. 3 in.; figure head, female. Reg. Jan. 15, 1851. John F. Whelden of South Dartmouth, owner; John F. Whelden, master.

R. B. CLARK, of Boston, sch., 164 tons; built Lubec, Me., 1853; length, 87 ft.; breadth, 25 ft. 11 in.; depth, 8 ft. 5 in.; billet head. Reg. May 15, 1858. William Rumney, jr., of Eastport, Me., Joseph Nickerson and Lewis C. Whiton of firm of Joseph Nickerson & Co., of Boston, owners; William Rumney, jr., master.

R. B. SUMNER, sch., 133 tons; built Newburyport, 1858; length, 84 ft. 10 in.; breadth, 22 ft. 3 in.; depth, 8 ft.; billet head. Reg. Oct. 27, 1860. Warren Currier, William H.

Swasey, Eben Sumner, James B. Taylor, owners; James B. Taylor, master.

RACER, ship, 1669 tons; built Newburyport, 1851; length, 207 ft.; breadth, 41 ft. 9 in.; depth, 20 ft. 10½ in.; figure head, horse. Reg. July 17, 1851. Fredk. C. Gebhard, F. G. Foster, William M. Dougherty; David Ogden and D. J. Ogden, trustees of G. W. Ogden; D. L. Lawrence, William G. Lord, David Clark, G. T. Eliot, William H. Gebhard, all of New York, owners; H. W. Steele, master.

RACHEL, sloop, 89 tons; built North Yarmouth, 1796; length, 69 ft. 1 in.; breadth, 20 ft. 8 in.; depth, 7 ft. 3 in. Reg. Nov. 1, 1799. George Connell, owner; George Connell, master. Reg. Nov. 5, 1800. George Connell, owner; Hezekiah Goodhue, master.

RADIUS, ship, 315 tons; built Salisbury, 1805; length, 98 ft. 4 in.; breadth, 27 ft.; depth, 13 ft. 6 in. Reg. Dec. 16, 1805. Eleazur Johnson, Paul Simpson, owners; John D. Farley, master.

RADIUS, ship, 517 tons; built Newbury, 1844; length, 139 ft. 5 in.; breadth, 28 ft. 4 in.; depth, 14 ft. 2 in.; billet head. Reg. Mar. 6, 1844. William P. Johnson, Ebenezer Johnson, owners; William F. Colby, master.

RADUGA, ship, 586 tons; built Newbury, 1848; length, 150 ft.; breadth, 29 ft.; depth, 14 ft. 6 in.; billet head. Reg. Apr. 7, 1848. Henry Prince, William Ropes, both of Boston, owners; Thomas Leach, master.

RAILWAY, sch., 86 tons; built Pembroke, 1829; length, 66 ft. 8 in.; breadth, 18 ft. 4 in.; depth, 8 ft. ½ in.; billet head. Reg. Sept. 22, 1832. Thomas L. Manson, Jesse Dunbar, both of Scituate, owners; Thomas L. Manson, master.

RAINBOW, sch., 85 tons; built Falmouth, 1785; length, 64 ft. 7 in.; breadth, 20 ft. 8 in.; depth, 7 ft. 6 in. Reg. Jan. 12, 1793. Abraham Jackson, owner; Samuel Jackson, master. Reg. June 18, 1794. Abraham Jackson, owner; Eleazer Kezer, master.

RAJAH, bgtne., 249 tons; built Newbury, 1818; length, 89 ft. 10 in.; breadth, 25 ft. 2½ in.; depth, 12 ft. 7¼ in.; billet head. Reg. Aug. 1, 1818. Abraham Kilham, Josiah Lovett, Samuel Haskell, Thomas Stevens, Pyam Lovett, Nicholas Thorndike, all of Beverly, owners; Josiah Lovett, master.

RAMBLER, sch., 38 tons; built Georgetown, 1796; length, 45 ft. 8 in.; breadth, 15 ft.; depth, 6 ft. 7 in. Reg. June 15,

1809. Joseph Brown, Benjamin Merrill, owners; Joseph Leavitt, master. Reg. Oct. 11, 1809. Benjamin Merrill, owner; Nicholas Pierce, master.

RAMBLER, ship, 399 tons; built Newbury, 1844; length, 123 ft. 11 in.; breadth, 26 ft. 6 in.; depth, 13 ft. 3 in.; billet head. Reg. Aug. 26, 1844. John A. Baxter of Barnstable, Ira Baxter, Zenas D. Bassett, Nathan Crocker of Barnstable, Alexander Baxter, Sylvester Baxter of Yarmouth, owners; John A. Baxter, master.

RANGER, sch., 22 tons; built Amesbury, 1784; length, 41 ft. 6 in.; breadth, 12 ft. 4 in.; depth, 5 ft. 1 in. Reg. July 25, 1800. Ephraim Hutchins, Jonathan Kittle, owners; Ephraim Hutchins, master.

RANGER, sloop, 87 tons; built Newburyport, 1785; length, 64 ft. 7 in.; breadth, 21 ft. 1 in.; depth, 7 ft. 7 in. Reg. Feb. 25, 1790. Robert Stevenson, owner; Paul Stevens, master.

RANGER, bgtne., 92 tons; built Bristol, 1789; length, 68 ft. 10 in.; breadth, 21 ft. 3 in.; depth, 7 ft. Reg. Mar. 5, 1796. Thomas Ham, Edward Swain, owners; Ebenezer Pearley, master.

RANGER, brig, 134 tons; built Kittery, 1794; length, 70 ft. 7/10 in.; breadth, 21 ft.; depth, 10 ft. 5/10 in. Reg. Jan. 8, 1805. William Currier, owner; Caleb L. Bradley, master.

RANGER, sch., 98 tons, built Camden, 1795; length, 70 ft.; breadth, 22 ft.; depth, 7 ft. 5½ in. Reg. Mar. 7, 1798. Francis Haskell of Thomastown, John Bakeman of Castine, Joshua Delingham of Camden, Jeremiah Varnum of Camden, Melzer Thomas of Meduscook, Hezekiah Prince of Thomastown, Joshua Adams of Thomastown, owners; Francis Haskell, master.

RANGER, sch., 109 tons; built Bristol, 1795; length, 72 ft.; breadth, 22 ft. 1 in.; depth, 8 ft. 1 in. Reg. Jan. 3, 1804. Nathaniel Knap, jr., John Wells, jr., owners; Robert Heath Knap, master. Reg. July 27, 1804. Ebenezer Stocker of Newbury, Nathaniel Knap, jr., owners; Robert Heath Knap, master. Reg. Mar. 4, 1805. Ebenezer Stocker of Newbury, Oliver Putnam, Samuel Foster, William Wyer, jr., Leonard Smith, Nathaniel Smith, William Smith, Nathaniel Knap, jr., owners; Robert H. Knap, master.

RANGER, bgtne., 136 tons; built Newbury, 1797; length, 68 ft. 8 in.; breadth, 21 ft. 7½ in.; depth, 10 ft. 9¼ in. Reg. July 24, 1799. Moses Brown, owner; Ebenezer Choat, master.

RANGER, pink stern sch., 35 tons; built Ipswich, 1810; length, 48 ft.; breadth, 13 ft.; depth, 6 ft. 4 in. Reg. Apr. 6, 1836. Dominicus J. Prout, Frederick Prout, both of Scarborough, Me., Thomas C. Page of State of Mass., owners; Dominicus Prout, master.

RANGOON, ship, 1144 tons; built Newburyport, 1862; length, 189 ft. 4 in.; breadth, 36 ft.; depth, 18 ft.; billet head. Reg. Sept. 4, 1862. John Currier, jr., Gilbert C. Trufout, David B. Jewett, S. W. Marston, jr., James R. Tibbets of Boston, A. P. Boyd of Chelsea, owners; A. P. Boyd, master.

RAPID, sch., 86 tons; built Salisbury, 1823; length, 61 ft. 8 in.; breadth, 18 ft. 3½ in.; depth, 8 ft. 10 in. Reg. June 4, 1823. Benjamin W. Hale, Enoch Hale, Enoch Hale, jr., William Hale, all of Newbury, owners; Benjamin Barber, master. Reg. Jan. 7, 1825. William Hale, Benjamin W. Hale and Enoch Hale, all of Newbury, Enoch Hale, jr., owners; Amos Dennis, master. Reg. Jan. 15, 1827. Benjamin W. Hale, Enoch Hale, William Hale, all of Newbury, heirs of Enoch Hale, owners; Samuel Kilborn, master.

RAPID, brig, 233 tons; built Newburyport, 1823; length, 89 ft. 5½ in.; breadth, 24 ft. 4 in.; depth, 12 ft. 2 in.; billet head. Reg. Feb. 27, 1823. Nicholas Johnson, jr., of Newbury, John N. Cushing, owners; John N. Cushing, master. Reg. Nov. 6, 1827. John N. Cushing, Henry Johnson, both of Newburyport, Nicholas Johnson of Newbury, owners; Jabez Stevens, master. Reg. Jan. 17, 1832. Michael H. Simpson of Boston, James Witham, owners; James Witham, master. Reg. Aug. 29, 1832. Stephen Tilton, owner; David R. Lecraw, master. Reg. Dec. 2, 1834. David R. Lecraw, owner; Charles Fitz, master. Reg. Dec. 9, 1835. David R. Lecraw, Stephen Tilton, owners; David R. Lecraw, master.

RAPID, barque, 330 tons; built Newburyport, 1854; length, 119 ft.; breadth, 27 ft. 5 in.; depth, 11 ft. 2 in.; billet head. Reg. June 21, 1854. Joseph Coffin, owner; Moses Pike, master.

RASHAW, pink stern sch., 47 tons; built Essex, 1830; length, 51 ft.; breadth, 15 ft. 6 in.; depth, 6 ft. 10½ in. Reg. Aug. 16, 1838. Samuel Hale, Stephen Goodwin, jr., William Hale, John Dexter, owners; Stephen Goodwin, jr., master.

RAYNARD, sch., 115 tons; built Haddam, Conn., 1804; length, 69 ft.; breadth, 19 ft. 1 in.; depth, 9 ft. 11 in. Reg.

June 13, 1809. Henry Coit, William Lovett, Alfred P. Edwards, all of New York, owners; Agur T. Lewis, master.

REBECCA, brig, 146 tons; built Newbury, 1791; length, 72 ft. 6 in.; breadth, 21 ft. 7 in.; depth, 10 ft. 9½ in. Reg. May 17, 1791. Samuel Coffin, owner; Abraham Wheelwright, master.

REBECCA, ship, 215 tons; built Amesbury, 1793; length, 83 ft. 9 in.; breadth, 24 ft. 4 in.; depth, 12 ft. 2 in. Reg. June 18, 1793. Samuel Coffin, owner; Benjamin Wyatt, master.

REBECCA, ship, 248 tons; built Haverhill, 1796; length, 81 ft. 1 in.; breadth, 25 ft. 6 in.; depth, 12 ft. 9 in.; figure head, woman. Reg. Jan. 14, 1797. James Duncan, Jr., owner; Joseph Russell, master.

REBECCA, sch., 74 tons; built Haverhill, 1805; length, 61 ft. 10 in.; breadth, 18 ft. 9 in.; depth, 7 ft. 5 in. Reg. April 8, 1805. Joseph Lovett, Edward Ford, both of Beverly, owners; Joseph Lovett, master.

REBECCA COFFIN, ship, 323 tons; built Amesbury, 1806; length, 99 ft. 1 in.; breadth, 27 ft. 3 in.; depth, 13 ft. 7½ in.; figure head, woman. Reg. Nov. 1, 1806. Samuel Coffin, Joseph Lunt, owners; Joseph Lunt, master. Reg. Feb. 9, 1816. Joseph Lunt, Elizabeth Coffin, owners; Caleb Lufkin, master. Reg. Mar. 19, 1817. Samuel Coffin, Joseph Lunt, owners; John Coffin, master. Reg. Dec. 3, 1817. Moses Emery, Benjamin Hale, Abraham Williams, owners; Benjamin Whitmore, master.

REBECKAH, sch., 63 tons; built Cohasset, 1798; length, 61 ft. 4 in.; breadth, 17 ft. 4 in.; depth, 6 ft. 10 in. Reg. Dec. 7, 1804. Jesse Young Hinks, Winslow Hinks, Elisha Hinks, all of Buxton, owners; Jesse Y. Hinks, master.

REGISTER, sloop, 32 tons; built Barnstable, 1822; length, 49 ft. 4½ in.; breadth, 16 ft. ¾ in.; depth, 5 ft. 2 in. Reg. June 6, 1832. Richard R. Locke, Samuel Jenness, jr., both of Rye, N. H., owners; Richard R. Locke, master.

REGULATION, sch., 93 tons; built Amesbury, 1799; length, 64 ft. 8 in.; breadth, 20 ft.; depth, 8 ft. 4¾ in.; figure head, man. Reg. May 1, 1799. Ebenezer Parlay of Salisbury, owner; Ebenezer Parlay, master.

REGULATOR, sch., 93 tons; built Amesbury, 1799; length, 64 ft. 8 in.; breadth, 20 ft.; depth, 8 ft. 4¾ in.; figure head, man. Reg. Apr. 30, 1801. William Wyer, jr., Ebenezer Parlay of Salisbury, owners; John Bagley, master. Reg.

July 17, 1829. Nicholson Broughton of Marblehead, owner; John Broughton, master.

REGULUS, sch., 93 tons; built Newbury, 1804; length, 64 ft. 11 in.; breadth, 21 ft. 4¼ in.; depth, 8 ft. Reg. Oct. 21, 1805. John Brown, owner; Charles Cook, jr., master. Reg. Jan. 7, 1807. Jacob Stone and Daniel Stone, John March, owners; Daniel Stone, master. Reg. Dec. 15, 1807, John Dole, owner; Samuel Hunt, master. Reg. Oct. 2, 1811. John Dole, Francis Hodgkins, owners; Francis Hodgkins, master.

RELiance, bgtne., 116 tons; built Hingham, 1807; length, 67 ft. 6 in.; breadth, 20 ft. 10 in.; depth, 9 ft. 7½ in. Reg. June 1, 1820. William Babson, jr., Joseph Babson, Obadiah Woodbury, all of Gloucester, owners; Elias Davison, master.

RELIEF, sch., 92 tons; built Amesbury, 1797; length, 68 ft. 9 in.; breadth, 21 ft. 5½ in.; depth, 7 ft. 3¾ in. Reg. July 16, 1799. Samuel Brown, Amos Noyes, owners; William Bartlet, master. Reg. Dec. 13, 1799, 137 tons. Samuel Brown, Amos Noyes, owners; William Davis, master. Reg. June 16, 1801. Leonard Smith, Samuel Brown, owners; Josiah Bartlet, master. Reg. Oct. 14, 1801. Samuel Brown, Alexander Campbell and Ebenezer Whitmore of Newbury, owners; Nathaniel Nowell, master. Reg. Mar. 3, 1803; altered to a brig; length, 59 ft. 10 in.; breadth, 21 ft. 5¾ in.; depth, 10 ft. 7⅞ in. Samuel Brown of Newburyport, Alexander Campbell and Ebenezer Whitmore of Newbury, owners; John Roberts, master. Reg. Apr. 8, 1807. Ebenezer Whitmore, Jacob Little, both of Newbury, owners; Richard Williams, master. Reg. June 28, 1804. Ebenezer Whitmore, Alexander Campbell, both of Newbury, Samuel Brown, owners; John Carlton, master. Reg. July 23, 1805. Alexander Campbell, Ebenezer Whitmore, both of Newbury, owners; William Williams, master. Reg. June 25, 1807. Jacob Little, Ebenezer Whitmore, both of Newbury, Samuel Parker of Newburyport, owners; Samuel Parker, master. Reg. July 8, 1809. Jacob Little, Ebenezer Whitmore, both of Newbury, owners; Daniel Ladd, master.

REPUBLIC, ship, 398 tons; built Newbury, 1832; length, 126 ft. 5 in.; breadth, 26 ft. 2 in.; depth, 13 ft. 1 in.; billet head. Reg. Dec. 21, 1832. William Balch, Henry Titcomb, jr., owners; George Coffin, master.

RESPECT, brig, 182 tons; built Haverhill, 1801; length, 78 ft. 7 in.; breadth, 23 ft. 2 in.; depth, 11 ft. 7 in. Reg.

June 9, 1802. William Bartlett, owner; John March, master. Reg. Feb. 2, 1804. William Bartlett, owner; John March, master. Reg. July 12, 1809. John Boardman, John Buck, owners; John Buck, master.

RESTITUTION, ship, 247 tons; built Newbury, 1803; length, 89 ft. 4 in.; breadth, 25 ft. $2\frac{1}{4}$ in.; depth, 12 ft. $7\frac{1}{8}$ in. Reg. Jan. 20, 1804. Simon Forrester of Salem, owner; John Derby, 3d, master.

RETRIEVE, bgtne., 67 tons; built Georgetown, 1785; length, 60 ft. 6 in.; breadth, 18 ft. 2 in.; depth, 7 ft. 2 in. Reg. Jan. 27, 1792. Ebenezer Stocker, owner; Keyran Walsh, master. Reg. Jan. 1, 1796, altered to a sch. Ebenezer Stocker, William Faris, owners; Daniel Coffin, master. Reg. Nov. 25, 1796; 94 tons. Ebenezer Stocker, William Faris, owners; Daniel Coffin, master.

RETRIEVE, bgtne., 85 tons; built York, 1794; length, 62 ft. 1 in.; breadth, 19 ft. 9 in.; depth, 8 ft. 2 in. Reg. May 8, 1795. Simon Tufts, Moses Frazier, Samuel Mulliken, owners; Joseph Noyes, master. Reg. Nov. 9, 1795; Moses Frazier, Simon Tufts, owners; William Pearson, master. Reg. Feb. 5, 1798; altered to a brig. Pearson Brown of Newbury, owner; Mayo Gerrish, master. Reg. Aug. 6, 1798. Enoch Pierce, Pearson Brown of Newbury, Henry Richardson, owners; Henry Richardson, master.

RETRIEVE, bgtne., 256 tons; built Salisbury, 1816; length, 93 ft. 2 in.; breadth, 24 ft. $11\frac{1}{2}$ in.; depth, 12 ft. $5\frac{3}{4}$ in.; figure head, a woman. Reg. Nov. 29, 1816. Joseph Williams, Moses Emery, Benjamin Hale, owners; Moses Emery, master. Reg. July 8, 1817. William Bartlet, owner; Joseph Gerrish, master.

RETRIEVE, sch., 66 tons; built Essex, 1829; length, 56 ft. 6 in.; breadth, 16 ft. 7 in.; depth, 7 ft. 5 in.; billet head. Reg. July 24, 1840. John N. Cushing, owner; John H. Remick, master.

RETRIEVE, brig, 116 tons; built Warren, Me., 1833; length, 78 ft. 9 in.; breadth, 22 ft. $4\frac{1}{2}$ in.; depth, 7 ft. 7 in. Reg. Sept. 23, 1841. Moses E. Hale, Benjamin Hale, owners; Thomas Means, master. Reg. June 20, 1843. Benjamin Webb, Caleb M. Ames, both of Salem, owners; Tristram Lunt, master.

RETURN, sloop, 39 tons; built Wells, 1813; length, 48 ft.; breadth, 17 ft. 1 in.; depth, 5 ft. 1 in. Reg. Dec. 23, 1816. John Pearson, owner; Nathan Plummer, master.

RETURN, sch., 46 tons; built Falmouth, Me., 1818; length, 51 ft. 6 in.; breadth, 15 ft. 7¼ in.; depth, 6 ft. 8 in. Reg. July 12, 1826. Joseph Hutchins, Moses Stevens, both of Newbury, owners; Joseph Hutchins, master. Reg. April 20, 1835. John S. Pearson, John Pearson, Simon T. Pearson, all of Bangor, owners; Martin Paul, master.

REWARD, ship, 242 tons; built Newbury, 1804; length, 86 ft. 7 in.; breadth, 25 ft. 5 in.; depth, 12 ft. 8½ in. Reg. May 1, 1804. Edmund Kimball, owner; John Moulton, master. Reg. Jan. 16, 1809. Joseph Cutler, Joseph Hooper, William Hoyt, owners; William Huse, master. Reg. Mar. 20, 1809. Edmund Kimball, owner; William Huse, master.

RICHARD, barque, 176 tons; built Salisbury, 1806; length, 77 ft. 10 in.; breadth, 22 ft. 10¼ in.; depth, 11 ft. 5⅛ in. Reg. Oct. 24, 1806. Benjamin Wyatt, Richard Pike, Charles C. Robateau, owners; Charles C. Robateau, master. Reg. July 17, 1807. Richard Pike of Newbury, Benjamin Wyatt, owners; Michael Titcomb, jr., master.

RICHARD COBDEN, ship, 664 tons; built Newbury, 1847; length, 150 ft.; breadth, 31 ft.; depth, 15 ft. 6 in.; billet head. Reg. June 11, 1847. George Barrell, George B. Lamar, George Collins, all of New York, N. Y., owners; George Barrell, master.

RICHMOND, sch., 198 tons; built Portsmouth, N. H., 1843; length, 95 ft. 7/10 in.; breadth, 25 ft. 2/10 in.; depth, 9 ft. 3/10 in.; billet head. Reg. May 18, 1844. John W. Rogers of Salem, William S. Whetmore of New York, owners; William K. Kilborn, master.

RICHMOND PACKET, sch., 137 tons; built Haverhill, 1811; length, 68 ft. 3 in.; breadth, 21 ft. 9½ in.; depth, 10 ft. 10¾ in. Reg. Dec. 30, 1811. Thomas Harris of Salem, Barnard Goodridge of Haverhill, owners; John Turk, master.

RIENA DEL SEANO, ship, 1032 tons; built Newburyport, 1857; length, 173 ft.; breadth, 36 ft.; depth, 18 ft.; billet head. Reg. July 24, 1857. Peter Harmony, Nephews & Co. of New York, George W. Jackman, owners; Charles B. Stevens, master.

RINALDO, brig, 170 tons; built Newcastle, Me., 1830; length, 83 ft. 9 in.; breadth, 73 ft. 6 in.; depth, 10 ft. Reg. Nov. 21, 1831. John Wills, owner; Samuel Knap, jr., master. Reg. June 1, 1832. William B. Reynolds, Edward Ward Reynolds, both of Boston, owners; George Wing, master.

RINALDO, sch., 31 tons; built Essex, 1833; length, 44 ft.

2 in.; breadth, 14 ft. 8 in.; depth, 6 ft. 2 in. Reg. Mar. 9, 1844. Charles Capen of Portland, owner; Charles Capen, master.

RIISING EMPIRE, ship, 281 tons; built Amesbury, 1810; length, 95 ft. 9 in.; breadth, 25 ft. 10 in.; depth, 12 ft. 11 in. Reg. Aug. 18, 1810. Samuel Holten Webster of Salem, David Coffin, owners; Samuel H. Webster, master. Reg. Mar. 30, 1819. William Bartlet, owner; Stephen Holland, master.

RIISING SUN, sch., 28 tons; built Kittery, Me., 1788; length, 41 ft. 10 in.; breadth, 13 ft.; depth, 6 ft. $\frac{1}{2}$ in. Reg. April 12, 1822. John H. Shortridge of Portsmouth, owner; Charles Burnham, master.

RIISING SUN, ship, 284 tons; built Salisbury, 1804; length, 89 ft. 10 in.; breadth, 27 ft. 1 in.; depth, 13 ft. $6\frac{1}{2}$ in.; figure head, woman. Reg. Feb. 21, 1805. Ebenezer Parlay of Salisbury, Jeremiah Nelson, owners; George G. Lee, master.

RIISING SUN, sch., 131 tons; built Addison, Me., 1836; length, 80 ft. 10 in.; breadth, 23 ft.; depth, 8 ft. 1 in.; billet head. Reg. July 8, 1840. Joel Hall, Moses Norton, Daniel Look, jr., Abraham Norton, jr., all of Addison, Me., owners; Moses Norton, master.

RIVAL, sch., 125 tons; built Newburyport, 1852; length, 82 ft. 3 in.; breadth, 21 ft. 10 in.; depth, 7 ft. $10\frac{1}{2}$ in.; billet head. Reg. May 28, 1852. William Nelson, Jesse Harlow, William H. Nelson, all of Plymouth, owners; George Adams, master.

ROAN, sch., 127 tons; built Harrington, Me., 1864; length, 78 ft.; breadth, 23 ft. 9 in.; depth, 8 ft.; billet head. Reg. Aug. 13, 1864. Robert Fowler, Mary A. Edwards, Benjamin N. Webster, Everett Fowler, all of Salisbury, owners; C. E. Phillips, master.

ROBERT, bgtne., 138 tons; built Salisbury, 1794; length, 70 ft. 5 in.; breadth, 21 ft. 5 in.; depth, 10 ft. $8\frac{1}{2}$ in. Reg. Sept. 23, 1794. Benjamin Willis of Haverhill, Philip Aubin, owners; Daniel Farley, master. Reg. July 22, 1796. Philip Aubin, Benjamin Willis of Haverhill, owners; Nathaniel Nowell, master. Reg. June 11, 1800. Benjamin Willis of Haverhill, owner; Jacob Stone, master. Reg. Feb. 22, 1804. Benjamin Willis of Haverhill, owner; William Thomas, master.

ROBERT, brig, 263 tons; built Amesbury, 1809; length, 94 ft. 8 in.; breadth, 25 ft. 1 in.; depth, 12 ft. $6\frac{1}{2}$ in. Reg.

Dec. 26, 1809. Robert Foster, owner; James Adams, master.

ROBERT, sch., 16 tons; built Newburyport, 1820; length, 36 ft. 7 in.; breadth, 11 ft. 2 in.; depth, 4 ft. 9 in. Reg. Apr. 19, 1820. William H. Mitchell, William Titcomb, owners; William H. Mitchell, master.

ROBIN, sch., 30 tons; built Salisbury, 1787; length, 44 ft. 9 in.; breadth, 13 ft. 6 in.; depth, 5 ft. 10 in. Reg. June 19, 1799. Philemon Warner, owner; Philemon Warner, master.

ROBIN, sch., 76 tons; built Amesbury, 1802; length, 62 ft. 5 in.; breadth, 18 ft. 1 in.; depth, 7 ft. 9 in. Reg. Aug. 31, 1802. John Brown of Marblehead, owner; Edward Hammond, master.

ROBIN, sch., 47 tons; built Kittery, 1804; length, 51 ft. 1 in.; breadth, 15 ft. 2 in.; depth, 7 ft. Reg. Oct. 24, 1809. Robert Fowler, Seth Clark, Elijah Wadleigh, Israel Morrill, all of Salisbury, owners; Nathaniel Swasey, master. Reg. Nov. 15, 1810. Israel Morrill, Seth Clark, Robert Fowler, Elijah Wadleigh, all of Salisbury, owners; John Penson, master.

ROBIN, sch., 84 tons; built Salisbury, 1838; length, 65 ft. 5½ in.; breadth, 18 ft. 4 in.; depth, 7 ft. 11 in. Reg. Mar. 30, 1838. Richard B. Ramsdell, William P. Brown, David Blanchard, all of Marblehead, owners; Richard B. Ramsdell, master.

ROCKINGHAM, sch., 211 tons; built York, Me., 1854; length, 97 ft. 2 3/10 in.; breadth, 25 ft. 7 4/10 in.; depth, 9 ft. 6¾ in.; billet head. Reg. June 16, 1858. Josiah Talpey, Samuel Adams, Asahel Goodwin, Joseph Ware, John Goodwin, Charles O. Emerson, John B. Fernald, all of York, Me., Charles Walker and Matthews & Varrell, both of Portsmouth, N. H., owners; Josiah Talpey, master.

ROGERS (Dr. Rogers), sch., 127 tons; built Sedgwick, Me., 1850; length, 82 ft. 6 in.; breadth, 23 ft.; depth, 7 ft. 7½ in.; billet head. Reg. May 1, 1857. Hatsell Higgins of Orleans, Oliver P. Ricker of Russell and White of Salem, owners; Hatsell Higgins, master.

ROLLA, sloop, 70 tons; built Rochester, 1804; length, 59 ft.; breadth, 19 ft. 2 in.; depth, 7 ft. 4 in. Reg. Feb. 3, 1812. Oliver Keating of Boston, owner; John Haywood, master.

ROLLA, brig, 217 tons; built Haverhill, 1806; length, 84 ft. 6 in.; breadth, 24 ft. 4 in.; depth, 12 ft. 2 in. Reg. Dec.

4, 1806. John Pettingel, owner; John Wills, master. Reg. Mar. 22, 1809. John Pettingel, owner; John Wills, master. Reg. Nov. 5, 1810. Edward S. Rand, Jacob Greenleaf, Nathaniel Smith, Joseph S. Pike, owners; Tracy Patch, master. Reg. Mar. 15, 1815. Edward S. Rand, Nathaniel Smith, Joseph S. Pike, Jacob Greenleaf, owners; Joseph Brown, master. Reg. Nov. 15, 1816. John Boardman, John Wood, owners; John T. Ross, master. Reg. July 24, 1820. John Wood, owner; James Morrison, master.

ROLLA, sch., 97 tons; built Newbury, 1812; length, 52 ft. 5 in.; breadth, 21 ft. 5 in.; depth, 8 ft. 2½ in. Reg. July 25, 1815. Samuel Lunt of Newbury, Lucy Lunt of Newburyport, owners; Moses Brown, jr., master. Reg. May 4, 1819. Samuel Lunt, Enoch Hale, Benjamin W. Hale, Enoch Hale, jr., all of Newbury, owners; Robert Bayley, jr., master. Reg. Dec. 30, 1820. Enoch Hale, jr., Samuel Lunt, Benjamin W. Hale, Enoch Hale, all of Newbury, owners; Benjamin Barber, master. Reg. Mar. 11, 1822. Benjamin W. Hale, Enoch Hale, Enoch Hale, jr., all of Newbury, owners; Benjamin Barber, master. Reg. June 13, 1823. Mathias Varina, owner; Albert Alonzo Stickney, master.

ROMAN, ship, 649 tons; built Newbury, 1846; length, 145 ft. 8 in.; breadth, 31 ft. 2 in.; depth, 15 ft. 7 in.; figure head, a man. Reg. Oct. 6, 1846. Nathaniel Putnam, Oliver H. Gordon, George A. Talbot, all of Brooklyn, N. Y., owners; Nathaniel Putnam, master.

ROMP, sch., 88 tons; built Amesbury, 1817; length, 65 ft.; breadth, 19 ft. 8 in.; depth, 8 ft. Reg. Oct. 16, 1821. William B. Bannister, Christopher Bassett, owners; Christopher Bassett, master. Reg. May 4, 1824. Livermore Whittredge, John Pinder, both of Beverly, owners; John Pinder, master.

ROMULUS, ship, 310 tons; built Newbury, 1805; length, 98 ft.; breadth, 26 ft. 10 in.; depth, 13 ft. 5 in. Reg. Nov. 2, 1805. Jacob Little of Newbury, owner; Caleb Lufkin, master.

ROSALIND, ship, 397 tons; built Newbury, 1840; length, 123 ft. 6 in.; breadth, 26 ft. 6 in.; depth, 13 ft. 3 in.; billet head. Reg. Oct. 14, 1840. John Currier, jr., Micajah Lunt, both of Newbury, Edmund Pike, owners; Edmund Pike, master.

ROSE, ship, 250 tons; built Amesbury, 1797; length, 88 ft. 6 in.; breadth, 25 ft. 6 in.; depth, 12 ft. 9 in. Reg. Feb. 22, 1798. William Bartlet, owner; Israel Young, master.

ROSE, sch., 57 tons; built Amesbury, 1818; length, 54 ft.; breadth, 17 ft. 3 in.; depth, 7 ft. 3 in. Reg. May 21, 1818. Timothy Standley, Elisha Woodbury, Thomas Le Favour, Henry Brower, all of Beverly; Timothy Standley, master.

ROSE, sch., 87 tons; built Salisbury, 1839; length, 67 ft.; breadth, 18 ft. 4 in.; depth, 8 ft. 1 in. Reg. Apr. 13, 1839. Joseph Hidden of Marblehead, owner; Henry Paine, jr., master.

ROSEWAY, sch., 111 tons; built Plymouth, 1816; length, 68 ft.; breadth, 19 ft.; depth, 9 ft. 10 in. Reg. Nov. 29, 1821. Anthony Knapp, Charles Cook, jr., owners; Charles Cook, jr., master. Reg. Nov. 8, 1822. Anthony Knapp, Charles Cook, jr., owners; Henry C. Jaques, master. Reg. June 24, 1824. James Meyer of Newbury, owner; William H. Meyer, master. Reg. Apr. 13, 1825. William F. Slocum, Nancy James of Boston, owners; William F. Slocum, master.

ROVER, brig, 120 tons; built Amesbury, 1798; length, 70 ft. 7 in.; breadth, 20 ft. 7 in.; depth, 10 ft. 3½ in.; figure head, man. Reg. Jan. 3, 1799. Joseph Hoyt of Amesbury, owner; Bayley Chase, master.

ROVER, sch., 90 tons; built Prospect, 1800; length, 68 ft. 9 in.; breadth, 21 ft. 3 in.; depth, 7 ft. 2 in. Reg. Feb. 4, 1801. John Balch, William Darling and Jonathan Buck, Esq., both of Buckstown, owners; John Buck, master.

ROVER, brig, 160 tons; built Amesbury, 1803; length, 73 ft. 9 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in. Reg. Nov. 7, 1803. Nathan Long of Amesbury, owner; John Waite, master. Reg. May 20, 1805. Nathan Long of Amesbury, owner; John Waite, master.

ROWLEY, sch., 43 tons; built Rowley, 1814; length, 49 ft. 2 in.; breadth, 15 ft. 2 in.; depth, 6 ft. 9 in. Reg. Sept. 27, 1814. Humphrey Hobson of Rowley, owner; John F. Jamin, master.

RUBY, sloop, 73 tons; built Bath, 1791; length, 60 ft. 4 in.; breadth, 19 ft. 2 in.; depth, 7 ft. 5 in. Reg. June 15, 1809. Edmund Bartlet, owner; Oran Berry, master.

RUBY, sch., 94 tons; built Amesbury, 1793; length, 67 ft. 11 in.; breadth, 21 ft. 6½ in.; depth, 7 ft. 7 in. Reg. Aug. 22, 1793. Joseph Hoyt, William Bagley, both of Amesbury, owners; Nathaniel Smith, master. Reg. July 15, 1794. John Balch, Jonathan Gage, owners; William Milbery, master. Reg. Feb. 11, 1795; altered to bgtne. John Balch, Jonathan Gage, owners; William Millberry, master. Reg.

Dec. 30, 1797. Jeremiah Nelson, Moses Savory, owners; Ebenezer Parlay, master.

RUBY, brig, 110 tons; built Newbury, 1805; length, 71 ft.; breadth, 22 ft.; depth, 8 ft. 3½ in. Reg. Aug. 21, 1805. William Russell, owner; Ebenezer Hoyt, master. Reg. May 7, 1806. William Russell, owner; William Willcomb, master. Reg. May 30, 1809; altered to a bgtne. Enoch Peirce, John Stanwood, John Dilloway, owners; John Dilloway, master. Reg. Jan. 12, 1811. Enoch Pierce, John Stanwood, John Dillaway, owners; John Dillaway, master. Reg. Mar. 29, 1815. John Davenport, owner; Thomas Boardman, master. Reg. Jan. 22, 1816; 147 tons. John Davenport, owner; Thomas Boardman, master. Reg. Mar. 4, 1818. Peter Le Breton of Newbury, Robert Jenkins, owners; William Graves, master.

RUBY, sloop, 62 tons; built Amesbury, 1818; length, 60 ft. 4 in.; breadth, 17 ft. 9 in.; depth, 6 ft. 9 in. Reg. Apr. 25, 1818. Stephen Sergeant, William Huntington, 3d, Nathaniel Webster, jr., all of Amesbury, owners; William Bartlet, master. Reg. Feb. 4, 1819. John Boardman, William H. Mitchell, owners; William H. Mitchell, master. Reg. Mar. 25, 1820; altered to a sch. John Boardman, owner; Edward Keely, master.

RUFUS, ship, 161 tons; built Newbury, 1798; length, 74 ft. 3 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in.; figure head, man. Reg. Apr. 11, 1799. Moses Goodrich, Jacob Brown, Jacob Little of Newbury, owners; Moses Goodrich, master.

RUFUS, sch., 128 tons; built Newbury, 1826; length, 78 ft. 4 in.; breadth, 22 ft.; depth, 8 ft. 6 in. Reg. Sept. 9, 1826. Thomas M. Clark, owner; Charles Burrill, master. Reg. Jan. 23, 1830. Thomas M. Clark, owner; Enoch C. Toppan, master. Reg. Oct. 1, 1830; 160 tons. Thomas M. Clark owner; Enoch C. Toppan, master.

RUSSELL, ship, 198 tons; built Bradford, 1782; length, 86 ft. 1 in.; breadth, 22 ft. 10 in.; depth, 11 ft. 5 in. Reg. Jan. 21, 1790. William Bartlet, owner; Benjamin Lurvey, master. Reg. Mar. 18, 1794. William Bartlet, owner; Israel Young, master.

RUSSELL, sch., 96 tons; built Rowley, 1805; length, 61 ft. 6 in.; breadth, 18 ft. 3 in.; depth, 9 ft. 11 in. Reg. Apr. 11, 1849. Jonathan Webster of Tremont, Me., owner; Jonathan Webster, master.

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ANNUAL REPORT
OF
THE ESSEX INSTITUTE

FOR THE YEAR ENDING

May 1, 1935

WITH

List of Officers and Committees



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OF THE
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OF THE

ESSEX INSTITUTE

MAY, 1935 — MAY, 1936

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ADDRESS OF THE PRESIDENT

Since our last annual meeting the Institute has run along the even tenor of its way and little of interest has happened.

It is with deep regret that I announce the death of Henry Davis Sleeper on September 23, 1934.

He was made a Life Member of the Institute Sept. 6, 1922; Councillor May 4, 1925, and Vice-President May 3, 1926, until his death. Mr. Sleeper was a genius in his way, his love and appreciation of everything beautiful was intense, and the advice that he gave to the Institute from time to time, particularly after the Pingree House was acquired, was of great assistance.

As I stated in my report last year our membership is far below what it should be. I urge again that every member of the Institute, present or absent, propose the names of possible new members: either life members who pay \$75. without any further dues; sustaining members who pay \$10. a year; contributing members who pay \$5. a year; active members who pay \$3. a year; and corresponding members who pay nothing but who add distinction to our membership.

The following table shows our present membership:

<i>Members</i>	1933-1934	1934-1935
Life Members	96	94
Sustaining	90	80
Contributing	75	70
Active	539	534
Corresponding	1	1
	<hr/> 801	<hr/> 779

During the year 18 members have died, 18 members have withdrawn, and 19 have been dropped for non-payment of dues. Two transfers have been made from sustaining to contributing, four from sustaining to active, two from contributing to active, and one from active to sustaining. Thirty-three members have been added this

year, and 37 members last year. I fear that men and women living in Essex County do not appreciate that the Essex Institute serves the whole County and is known not only here but in foreign lands. We ought to be able to reach people in the various cities and towns of Essex County, who would be willing to pay \$3. a year for the privilege of belonging to the Institute. How can this be done?

The David Pingree House will be opened to the public tonight.

As I said in my report last year, in the middle of the last century individuals as well as architects were anxious to improve old houses by modernizing them. The Pingree House was no exception to the rule. Three handsome old carved wooden mantelpieces were taken out and replaced by ugly marble ones. Fortunately these wooden mantelpieces were found in the garret. The marble mantelpieces were taken out and replaced by the mantelpieces which were originally there. The railing and balustrade on the staircase was replaced by a handsome mahogany railing and balustrade with a very elaborate newel post. Pieces of the staircase railing and balustrade were found in the attic, and tonight you will see the staircase as it was originally designed by McIntire.

The old locks upon the doors were mutilated by removing the brass handles of the period in which the house was built, and we have replaced these handles, as well as the brass locks and bolts upon the doors. The fireplaces in two rooms on the right have been rebuilt and soapstone jambs have replaced the modern tiles. Through the generosity of Mr. Stephen W. Phillips the hall and two parlors were painted and papered. The original front door disappeared long years ago and this has been replaced by a copy which is similar to one in the rear of the house which apparently was there when the house was built.

The house has been closed of late for the reason that many people who saw the house last year criticized very severely the damage that had been done in it and did not seem able to foresee that when these damages were rectified the house would be as fine a house of this type

as exists. A kind friend, whose name is unknown to anyone, as far as I know, except myself, sent me a check for four thousand dollars to expend in repairing and furnishing the house.

The restoration of the house in all its details was placed in the hands of William G. Rantoul, the architect, who did a perfect job, as you will see for yourselves when you visit the house.

Through the advice and assistance of Mrs. William Fisher Wharton, who has had great experience in visiting Colonial houses, Mr. Corning and I furnished the house in a style which we trust will commend itself to the members of the Institute. One room is furnished with Teakwood furniture. I understand that Teakwood originated in India. From time to time the Chinese imported the wood, and furniture such as you will see in the back parlor was carved in Canton. American merchants brought home in their ships a great deal of this furniture. In this room you will find very fine specimens. As far as I know, a room furnished in this style is unique.

Through the generosity of Irving & Casson, A. H. Davenport & Co., the making of the yellow Damask curtains for the rear room was their gift to the Institute.

The finances of the Institute have been well managed, as you will see from the report of the Treasurer. The Finance Committee and the Budget Committee are untiring in their endeavor to reduce expenses so that we can live within our income, but under existing circumstances unless we curtail our work in such a way as to be of great disadvantage to the Institute and its employees, I am afraid that a deficit is inevitable at present. I am sorry to say that the deficit for the year ending April 30, 1935, is large. This does not disturb me particularly, but I do think that unless conditions improve and we can increase our income we shall have to cut down our expenses, for such deficits cannot be repeated without serious injury to our finances.

A Bill is now pending in Congress "To provide for the preservation of historic American sites, buildings, objects and antiquities of national significance," which I am told will probably become a law before very long. It

is very interesting to read this Bill and to see how much latitude is given in order to preserve historic monuments. Perhaps something can be done, sooner or later, through the United States Government to restore Derby Wharf. I still believe that the restoration of Derby Wharf would be a great asset to the City of Salem.

I cannot dwell too strongly upon the fact that our membership must be increased. As I have before stated, we depend upon the members of the Institute to suggest new names for possible membership. We must carry on as in the past, but in order to carry on we need the support of every man and woman in Essex County who is able to assist us.

WILLIAM CROWNINSHIELD ENDICOTT.

REPORT OF THE SECRETARY

Last year I told you about the various projects which we are putting through with the workers of the P. W. A. and the E. R. A. The young men, under the former, had completed last year the scene of Leslie's Retreat. This year they have completed two more which you see around you: one representing the Landing of Governor Winthrop from the *Arbella*, and the other, the Launching of the *Essex*. These Groups are both interesting and instructive, and are very popular with the young people. The work that Dr. Gardner has been doing on the Revolutionary Soldiers and Sailors from Salem, and also the Soldiers in the French and Indian Wars has been continued. In addition, we are transcribing further records of the Town of Salem; making an Index of the Names in the Salem Ship Registers, and also making an index of the deeds in our vaults. One of the most important undertakings is a Catalog of our Manuscripts, which will bring to the knowledge of students, a great mass of valuable data, much of which is little known. It is slow work, for some of the material is rather poorly arranged, but in the end will be very valuable to all students.

Under the direction of the new chairman of the Lecture Committee three Lectures were given this year. The first one, which was illustrated, on Whaling, was very largely attended, and was a very great success. Mr. Stephen Decatur lectured on The Experiences of His Ancestor, Tobias Lear, in Morocco; and Mr. Langdon Warner spoke on his experiences in China, and illustrated it by slides. Last week, through the interest of Mrs. Henry Lowell Mason, a Memorial Concert was given for Judge White by the Beverly Farms orchestra — a most enjoyable occasion.

We had only one exhibition this year, which was an exhibition of Wedding Gowns. Our earliest gown was 1719, and we were fortunate enough to have loans of several other eighteenth century gowns which are in the

big case in this room. In the nineteenth century every decade was represented, as were the decades of the twentieth century, the latest gown being that of Miss Sally Ives, who was married in 1933. The exhibition created a lot of interest.

An unknown donor gave us \$4,000.00 to use towards the rehabilitation and decoration of the Pingree House. This money has been spent almost entirely on the first floor with the exception of that necessary to pay for the stair railing. The work has involved a great deal of careful thought, and we are very much indebted to Mrs. William Wharton of Groton for her interest and suggestions, and also to Mr. and Mrs. Endicott, who have contributed money and ornaments to make the house as perfect as possible.

As usual, during the past year we have had a great number of visitors and students from all parts of the Country, some to consult the Museum, as in the instance of the identification of some Revolutionary graves at Williamsburg, which was made possible by comparing the buttons found with the military buttons in our collection. The Navy Department is writing a History of the French War, and they have found much valuable material to assist them in our manuscripts. The State of Maine is making a Survey of Manuscripts of the State, and we have been able to assist them from our records. Many others have consulted the library.

A full list of the benefactors to the Institute will appear in the Annual Report, but I will cite a few of the outstanding things: from Mrs. Clarence C. Williams we received the fine painting of the Dutch School by Hondekoeter which hangs in this room over the front fireplace; she also gave us some furniture for the Pingree House, and some beautiful Sevres china which belonged to Napoleon the Third. In my office you will see a pastel by Fantin LaTour of Mrs. Elizabeth Putnam Peabody Rogers, which was given us by Mr. Harold Peabody. Miss Edith K. Wetmore gave us an unusual costume—a small boy's suit which dates from the early part of the eighteenth century, the young man, John Barton by name, having been born in 1711.

By purchase, we added three Rogers Groups which were not in our collection, thus still keeping in the lead in the variety and number of our Groups.

The high cost of printing and the limited number to whom our publications appeal make it financially difficult to publish many books. We have, however, issued two books both of which appeared originally in our quarterly magazine: *Early Coastwise and Foreign Shipping of Salem* and a small book entitled *Samuel McIntire and the Sandersons*. The information for this last book came from a lot of manuscripts that were given to us by Prof. Richard C. Manning. We have continued our transcription of the Town Records of Marblehead, through the generosity of Mr. James Duncan Phillips. Mr. Stephen W. Phillips has made possible the Catalog of our Portraits, which should be a valuable publication.

On the left-hand side as you enter the main building you will see a Bronze Tablet which has been erected this year as a Memorial to several people, and is the result of a promise made at the time of the campaign of the Preservation and Expansion Fund.

Under the careful administration of Mr. Hussey, and through his generosity, the buildings have been kept in good condition. Economy in operating the heating plant has been made possible by installing a stoker, thereby doing away with one helper.

Mr. Ropes has continued his work on the coins, and through exchange of duplicates has added materially to the value of this collection. He also did a very valuable work in clearing up and making available the large collection of tools of various trades which has been in the cellar.

Our membership this year amounts to 780, a loss of 31 members. We have 33 new members, 18 members have died, 17 have withdrawn and 19 have been dropped for non-payment of dues. As times have improved, one or two members have asked to be reinstated, and I trust that you all will do what you can to increase our membership, which is vitally necessary to continue our work.

From Miss Tapley you will hear of the Library and the manuscripts.

I particularly want to acknowledge our indebtedness to Mrs. Henry P. Benson and her Committee whose enthusiastic help has added much to the social side of these meetings.

I again conclude with heartfelt appreciation of the co-operation of all members of the staff.

Respectfully submitted,

HOWARD CORNING,
Secretary.

REPORT OF THE LIBRARIAN

Just fifty years ago, Mr. William P. Upham, Librarian of the Institute, reported at the Annual Meeting, as follows: "My attention has been called to the pressing necessity of more room. Almost every department is receiving from time to time additions of more or less magnitude, and all are crowded to overflowing; there is scarcely a case where a proper arrangement of volumes or pamphlets can be made, on account of the limited space. A portion of our recent donations has been accommodated by putting up temporary shelves in the ante-room occupied by the historical museum. Others are piled in bulk on the gallery floor, making them nearly inaccessible for reference. It can readily be seen how urgent is the need of greater accommodations and additional shelf room." That was in 1885, and as a result of the condition described, in two years, the Daland house, our present quarters, was purchased.

Today we are facing the same problem. But, instead of the 50,000 volumes in the Library of 1885, we now have nearly half a million books and pamphlets. During the past year again it has become necessary on account of lack of sufficient space for various classifications, to move whole collections. Particularly, the Marine Library has become so crowded that additional shelf-space was required. This has been provided by transferring the clock collection to the main museum, and extending the Marine collection into the former clock room. Is it too much to hope that before many years, we shall again have larger quarters for our Library?

The marine manuscripts department has received a welcome increase in the acquisition of the papers of Stone, Silsbee and Pickman, later Silsbee, Pickman and Allen, merchants of Salem and Boston, which have been deposited by the Harvard Business School. This tremendous collection, added to the log books and shipping papers of the late Mr. George H. Allen, and the account

books of the Stones, long in our possession, gives a complete picture of the business of the various members of this old firm from 1817 to 1893. The company owned its own fleet and exported and imported valuable merchandise, in its relations with the Orient, Calcutta and South America.

The present summer will see the end of sorting and weeding out our great collection of duplicate newspapers. We have been fortunate in having the co-operation of the Henry E. Huntington Library and the American Antiquarian Society in the matter of exchange. From the former we have received photostatic copies of 380 letters written by Whittier to his publisher, James T. Fields — a splendid addition to our working collection of Whittier material. The American Antiquarian Society has been very generous in turning over to us valuable Essex County manuscript material. They have also contributed several years of the scarce *Essex Journal* and *New Hampshire Packet*, published in Newburyport during the latter part of the eighteenth century. These, with some numbers of the year 1787, which were deposited by the Marblehead Historical Society several years ago, very nearly complete our file of this early newspaper.

Our Whittier collection has been enriched further by the addition of seventy-five photostats of letters written to Charles Sumner and nineteen written to James Russell Lowell, both lots acquired by purchase from the Harvard Library. Mr. T. Franklin Currier of the Widener Library, whose bibliography of Whittier is soon to be published, has made use of our collections during the past year, and has given us many helpful suggestions.

Essex County had an important part in the gold rush to California in '49, and many who went around the Horn in those hectic "get-rich-quick" days were early disillusioned. But there were some who remained to grow up with San Francisco, and Newburyport contributed one such individual in the person of Leonard W. Noyes, who had the good sense to keep a journal of those times and whose relatives were wise enough to keep the letters that he wrote home. Such a combination is rare, and we were

glad to acquire by purchase at a very reasonable cost this valuable source material.

Then, too, we have added other interesting letters covering this period, including those of Capt. Jonathan Batchelder of Beverly, presented by Miss Alice S. Batchelder; and a copy of a log of a voyage around the Horn, kept by another Newburyport member of an Essex County company of California pioneers, and presented by Mr. George W. Chamberlain of Malden.

Among many new broadsides is a hitherto unknown example by that Newburyport eccentric, Jonathan Plummer. It is entitled "The Awful Malignant Yellow fever at Philadelphia, New York and Norfolk in the year 1805." We were very glad to add this to our Plummer collection, which is the largest of any single library; as also another rare broadside, "The Biography of Jason Fairbanks and Miss Eliza Fales," Dedham, 1801.

Newburyport seems to have been especially in the limelight this year, as one of the most important accessions in our manuscript department comes from that place in the purchase of the Revolutionary papers of Col. Moses Little. This includes not only letters of much historical value, but the Orderly Book which he kept from June to October, 1776, when, as Commander of the 12th Regiment, under Major-General Greene, he was ordered to New York and took part in the battles of Long Island and Harlem Heights. We consider these Little papers the best Revolutionary War material that has come to us for many years.

Perhaps the largest single collection received during the past year and one which we have lived for several years in expectation of obtaining, is the business correspondence of George Peabody, London banker and philanthropist, and native of Danvers. Upon the death of Mr. Peabody in London in 1869, this material was sent to the United States in care of Robert Singleton Peabody, a nephew and one of the executors of the estate. It had been stored in Andover for more than sixty years, until a few years ago when Prof. Warren K. Moorehead of the Peabody Archaeological Department of Phillips Academy, had the papers brought out of hiding and properly

arranged. The thousands of letters, together with 250 or more account books, date from 1830 to 1869, covering Mr. Peabody's entire business life from the time that he left Newburyport to engage in business in Georgetown, D. C., and Baltimore, to the end of his extraordinary career. As source material on international business relations during the period covered, it no doubt is unique in this country.

We are frequently asked by scholars in various parts of the country to assist in bibliographical work, and it is with profound regret that on account of our small staff, we cannot give the service that other libraries in our class are performing. Again, we are handicapped by having so many books uncatalogued that it is almost hopeless to be certain of what we have in our stack.

We are glad to extend the thanks of the Institute to many friends outside Essex County who have been generous in their donations of books and manuscripts, especially to Mr. Matt B. Jones and Mr. Charles H. Taylor, both of Boston. Mr. Harry E. Webber of Salem is performing a most useful service for us in making a card index of the files of the *Salem Evening News*, from its beginning in 1880 to date.

To the loyal and hard-working Library staff is due much of the credit for what progress has been made the past year. That such a small group can accomplish so much is a cause for congratulation, and my hearty appreciation is extended to all of them for their co-operation.

The additions to the Library have been as follows:

	<i>Volumes</i>	<i>Pamphlets</i>	<i>Serials</i>
By donation and exchange	373	1875	2043
By purchase	411	121	715
	<hr/>	<hr/>	<hr/>
Total accessions	784	1996	2757

Respectfully submitted,

HARRIET SILVESTER TAPLEY,
Librarian.

REPORT OF THE BUDGET COMMITTEE

To the Members of the Essex Institute:

During the year just passed the Budget Committee laid out a budget of \$22,027. The expenses of the Institute exceeded this budget by about \$2800, and it will be remembered that the Budget Committee of last year passed a budget slightly larger than the strictly estimated income, in the hope that the income would slightly improve. The income did not improve, but turned out to be \$1035 less than the estimate. These three items—the failure of the income to improve, the fact that the income fell below even the estimate, and a deficit of \$2800 over-expenditure against the budget—have resulted in a deficit for the year of \$6387.

You will remember that last year the budget was reduced materially from the previous year. It is undoubtedly necessary to make a further reduction in the budget this year. The present financial situation does not offer any probability of improvement in the income. Our income has probably held up better than that of most institutions of our sort which have a mixed group of investments, but nevertheless, it has been seriously curtailed. Reduced interest from Savings Banks has hurt. The failure or reduction of dividends on securities like the General Electric and the New York Central alone have curtailed our income more than \$1000. Many other standard securities are in the same class, and anybody living on the income from a well-invested fund fully realizes exactly what the curtailment has been in the last four years. It is not safe to estimate that the income from our invested unrestricted funds will be over \$15,000 during the coming year. Other unrestricted income will be about \$2500. Therefore, the total income of the Institute will not exceed \$17,500 from unrestricted funds.

It is well nigh impossible to bring the budget within this sum. Last year we cut the corporation expense to the limit. We must appropriate the same this year — \$8100 — which includes most of the major salaries of the Institute. The Buildings and Grounds appropriation, through the very efficient activities of Mr. Fred Hussey, to whom the Institute is greatly indebted, can be reduced this year from \$7600 to \$5200. The library expenses will have to be reduced about \$600 to \$4150. The Museum expenses cannot be further reduced.

The most important activity of the Essex Institute and that which gives it its standing is its Publication Department. We regret to be forced to curtail here, but we plan to reduce the size of two of our quarterly publications and make certain very definite curtailments, which together with the elimination of certain non-recurrent expenses would reduce the expenditure from \$6100 to \$4400, but at the same time our income from sales of publications will be less, so we shall not be very much better off. These changes will require an appropriation from unrestricted funds, in addition to the income assigned to the publication department, of about \$1220.

The maintenance of the Pingree House will require an expenditure of about \$450.

Of the restricted funds, the following showed credit balances at the end of the year, but these balances cannot be used for any other purposes:

The Pierce-Nichols House Fund	\$ 832.02
The Very House Memorial Fund	500.96
The China Library Fund	152.26
The Very Burial Lot Fund	647.83
The Mack Library Fund	858.39
Lecture Fund from the Salem Lyceum	435.55
The Salem Guides Fund	1300.15
The Pingree House Restoration Fund	98.95

Total	\$4878.56
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On the other hand there are certain of the miscellaneous funds which are carried along with a debit balance which has to be paid out of unrestricted income if

and until it is restored by the income from these Funds. The following Funds show such debit balances:

Library Fund	\$ 574.10
Natural History Fund	351.05
Probate Records Account	1113.90
Cataloguing Manuscripts	60.00
Museum Objects Fund	444.79
Codman Vital Records Fund	156.44

Total	\$2700.19
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Two special funds showed a debit on May 1st, but will show a credit in the Month of May, as they will be immediately repaid to us. They are:

Marblehead Town Records account	\$102.30
English Shipping Records account	436.02

The net result of the year is a net debit balance which we carried over from last year of \$1131. The net deficit for the year on the operating accounts, \$6386.28, and a net deficit on the special accounts which has to be made up from unrestricted income is \$2700.19. It is true that we have credit balances in the unrestricted funds of \$4878, but under the restrictions these credit balances cannot be used for general purposes and must be expended for special purposes or added to the Funds.

We hope, of course, that returning prosperity, if the government ever stops making social experiments, may bring back a considerable portion of our income, but if not we are faced inevitably by one of two alternatives. Either we must raise an additional three or four thousand dollars during the next six months, or we must curtail the expenditures of the Institute in a way which will really hurt. As a matter of fact, we are very close to that margin now. We want special gifts toward the deficit of the Institute, and when the bills for annual dues go out it would be very nice if every member would add to his check one dollar or one hundred dollars. We want every person interested in maintaining the historic traditions of Essex County as a member of the Institute. We want all your young people to become members. Make them members and teach them to use it.

A recent issue of the American Historical Review called the Essex Institute "the most famous county historical society in America." It needs and deserves your support. Give it money, give some right now and don't forget to leave it a handsome bequest in your will.

JAMES DUNCAN PHILLIPS,
Chairman.

REPORT OF THE TREASURER

CONDENSED BALANCE SHEET

April 30, 1935

EXHIBIT A

ASSETS

Cash on hand and in Savings Banks— Schedule I	\$44,085.03
Bonds—Book Value—Schedule II	226,182.04
Mortgages Receivable—Schedule II	8,000.00
Stocks—Book Value—Schedule III	197,917.63
Real Estate—Schedule IV	192,437.28
Cousins' Collections of Pictures	4,000.00
Loan to Photograph Department	125.03
	<hr/>
	\$672,747.01

FUNDS

Funds—Principal and Income Restricted— Schedule V	\$8,137.19
Funds—Principal Invested, Income Re- stricted—Schedule VI	135,135.59
Funds—Principal Invested, Income Un- restricted—Schedule VII	137,804.88
Funds—Principal and Income Un- restricted—Schedule VIII	397,547.65
	<hr/>
	\$678,625.31
Income Funds—Net Overexpended Balances— Schedule IX	5,878.30
	<hr/>
	\$672,747.01

EXHIBIT B

INCOME — UNRESTRICTED

May 1, 1934 — May 1, 1935

Income from Investments:	
Income from Bonds	\$8,896.80
Income from Stocks	4,716.17
Income from Savings Bank Deposits	1,613.36
Income from Mortgages	455.00
	<hr/>
	\$15,681.33
Other Income:	
Unexpended Income Balance—Derby	
Tomb Fund	23.09
Trustee Charges for handling certain	
Funds	52.68
Miscellaneous Receipts	43.33
Net Income—Real Estate, 78 Federal St.	197.65
Annual Dues	2,442.00
	<hr/>
	2,758.75
Total Income Available for General Purposes	<hr/>
	\$18,440.08

EXPENSES

I.	General Corporation Expense	\$8,351.16
II.	Buildings and Grounds Expense	7,655.73
III.	Library Expense	4,378.76
V.	Museum Expense	849.55
VI.	Appropriation for Museum Objects	100.00
VII.	Publication Dept.—Deficit	1,062.25
VIII.	Ward House—Expense	750.00
	Pingree House—Expense	1,078.91
	Appropriation—To reimburse David	
	Pingree Fund for amount used to-	
	ward restoration of Pingree House	600.00
		<hr/>
		24,826.36
Deficit, Year ending April 30, 1935		6,386.28
		<hr/>
		\$18,440.08

EXHIBIT C

CHANGES IN PRINCIPAL CASH

May 1, 1934 — May 1, 1935

RECEIPTS

Balance, Principal Cash, May 1, 1934		\$63,248.98
Donations and Bequests:		
Gift of William G. Barker	\$5,000.00	
Anonymous gift received through Mr. William C. Endicott to reimburse the David Pingree Fund for money used to restore Pingree House	4,000.00	
Legacy under will Sarah A. Chever	500.00	
Additional payment on account Bequest of Abbie C. West	750.00	
Additional Gift to the John Bertram Memorial Fund	200.00	
		<hr/> 10,450.00
Interest added to Savings Bank Books and funded:		
Salem Savings Bank No. 58805—Wm. G. Barker Fund	29.16	
Salem Savings Bank No. 10863—China Library Room Fund	42.40	
Salem Five Cents Savings Bank No. 13945—John James Currier Fund	8.79	
Salem Five Cents Savings Bank No. 28149—Building Fund	51.23	
Salem Five Cents Savings Bank No. 28755—Hamilton Church Silver Fund	3.80	
		<hr/> 135.38
Sale of Securities, etc.:		
Liquidation on stock Natl. Fabric & Fin. Co.	32.00	
Liquidation Salmon Falls stock	6.90	
5,000 Boston Elevated R. R. bonds called Feb. 1	5,272.00	
Pittsfield & No. Adams R. R., 1 sh.	65.68	
1 sh. Rhode Island Public Service "A"	37.68	
17 shs. Chic. Mil. St. Paul & Pac. Com.	36.37	
33 shs. Chic. Mil. St. Paul & Pac. Pfd.	113.54	
1 sh. Baltimore & Ohio R. R. Pfd.	13.22	
3 shs. Baltimore & Ohio R. R. Com.	36.91	
1 sh. Old Colony R. R.	69.92	
2 shs. Northern R. R. N. H.	199.60	
2 shs. No. Pacific R. R.	36.62	
25/75 shs. Mission Corp. stock	2.85	
26 shs. General Electric Special Stock called	286.00	
		<hr/> 6,209.29

Other Principal Receipts:

Sales of duplicate newspapers	725.20	
Transfer of Profits on sales of photos to "Loan to Photograph Dept."	125.80	
	<hr/>	851.00
		<hr/>
		\$80,894.65

PRINCIPAL DISBURSEMENTS

Securities Purchased

Subscription \$1200 N. Y. Central Bonds	\$1,200.00	
Purchase—100 shs. Standard Oil of N. J.	4,227.50	
49 shs. American Tel. & Tel. Co.	5,007.56	
10 shs. Boston & Albany R. R.	1,173.00	
5000 Penn. Pr. & Lt. 4½s, Apr. 1, 1981	4,932.00	
5000 Phila. Elec. Pr. 5½s, Feb. 1, 1972	5,413.25	
5000 Texas Power & Lt. 5s, 1956	4,712.50	
	<hr/>	\$26,665.81

Other Principal Disbursements:

Bell Tablet Fund	.51	
Preservation and Expansion Fund Bronze Plate	265.00	
Transfer to Pingree Restoration Fund	4,000.00	
	<hr/>	4,265.51

Principal Cash Balance, May 1, 1935 (Schedule I)

\$30,931.32
<hr/>
49,963.33
<hr/>
\$80,894.65

SCHEDULE I

CASH

April 30, 1935

Cash—Segregated to Funds—Principal and Income Restricted:		
Salem Savings Bank Book No. 5805	\$5,029.16	
Salem Savings Bank Book No. 10863	1,243.57	
Salem Five Cents Savings Bank Book No. 13945	257.15	
Salem Five Cents Savings Bank Book No. 28749	1,496.31	
Salem Five Cents Savings Bank Book No. 28755	111.00	
	<hr/>	\$8,137.19
Cash—Segregated to Funds—Principal and Income Restricted:		
Uninvested Cash		1,159.59
Cash—Segregated to Funds—Principal In- vested, Income Unrestricted:		
Uninvested Cash	5,430.83	
Salem Five Cents Savings Bank Book No. 7812	4,473.85	
Salem Savings Bank Book No. 14097	4,837.91	
	<hr/>	14,742.59
Cash—Segregated to Funds—Principal and Income Unrestricted:		
Uninvested Cash	923.96	
Salem Savings Bank Book No. 48549	10,000.00	
Salem Five Cents Savings Bank Book No. 13791	15,000.00	
	<hr/>	25,923.96
Total Principal Cash		49,963.33
Income Cash <i>Overexpended</i> —Balance	5,901.68	
Secretary's Petty Cash Balance	23.38	
	<hr/>	5,878.30
Cash—To Exhibit A		<hr/> \$44,085.03

SCHEDULE IV

REAL ESTATE

April 30, 1935

Real Estate—Segregated to Funds—Principal Invested, Income Restricted:	
Peirce-Nichols House, 80 Federal Street, Salem	\$10,000.00
Very House Memorial, 154 Federal Street, Salem	3,200.00
Ship Rock, Peabody, Mass.	200.00
Pingree House, 128 Essex St., Salem	30,000.00
	<hr/>
	\$43,400.00
Real Estate—Segregated to Funds—Principal and Income Unrestricted:	
Essex Institute Buildings, 132-134 Essex Street, Salem	142,564.76
78 Federal Street, Salem, Mass.	6,472.52
	<hr/>
	149,037.28
Total to Exhibit A	<hr/>
	\$192,437.28

SCHEDULE V

FUNDS — PRINCIPAL AND INCOME
RESTRICTED

May 1, 1935

William G. Barker Fund	\$5,029.16
China Library Room Fund—"To be applied to providing suitable room for China Library." Est. 1902	1,243.57
John James Currier Fund—Accumulation from sale of histories, to be disposed of by Directors. Est. 1914	257.15
Building Fund—1929	1,496.31
Fund to purchase Hamilton, Mass., Church Silver	111.00
	<hr/>
	\$8,137.19
Summary:	
Cash—Schedule I	\$8,137.19

SCHEDULE VI

FUNDS — PRINCIPAL INVESTED, INCOME
RESTRICTED

May 1, 1935

Nancy D. Cole Bequest, "Ichabod Tucker Fund"— Historical Dept. and the purchase of books and binding. Est. in 1890	\$5,000.00
Essex Historical Society Fund—"Historical Purposes." Est. in 1848	700.00
Augustus Story Bequest—"Purchase, preservation and publication of historical material, proceedings and memoirs." Est. in 1882	10,000.00
James A. Emmerton Bequest—"Support of Historical Collections." Est. in 1889	10,000.00
Martha G. Wheatland Bequest—"Purchase of books for the library." Est. in 1885	10,800.00
Nancy D. Cole Bequest, "Thomas Cole Fund"—Pur- chase of books and apparatus for the micro- scopical department and for the library. Est. in 1890	5,000.00
Salem Lyceum Fund—"Support of Free Lectures." Est. in 1899	3,000.00
Essex County Natural History Fund—"Natural His- tory or Horticulture"	700.00
William Mack, M.D. Bequest—"Purchase of rare and expensive works of merit in medicine and sur- gery." Est. in 1895	5,000.00
Lydia A. Very Bequest, "Burial Lot—Care of Very family burial lot." Est. in 1902	8,592.80
Harriet P. Fowler Bequest—"Salary of an assistant librarian, who shall have charge of the donations made by Miss Fowler." Est. in 1901	3,000.00
Frederick Lamson Bequest—"Purchase of objects for the museum illustrating early New England life and customs." Est. in 1909	1,000.00
Elizabeth C. Ward Bequest—"Purchase of books and pictures relating to China and the Chinese." Est. in 1901	9,000.00
Lydia A. Very Bequest—"Very House Memorial, a memorial of my brothers, Jones Very and Wash- ington Very." Est. in 1902	3,200.00
Peirce-Nichols House Memorial, 80 Federal Street, Salem. Est. in 1917	10,000.00
Peirce-Nichols House Preservation Fund—"Repairs to the Peirce-Nichols House." Est. in 1917	8,000.00

Restricted Fund—Miscellaneous	506.68
Carolina R. Derby Bequest—Care of the Derby Tomb; balance to be used for general purposes of the Institute. Est. 1878	500.00
Gift of the Pingree House. Donors: Mrs. Stephen Willard Phillips, Stephen Phillips, Richard Wheat- land, Stephen Wheatland, David Pingree Wheat- land, Lucia P. Fulton, Anna Ordway.	30,000.00
Alden Perley White Fund—"Income to be used for the purchase of books."	1,136.11
Bequest of David Pingree. Est. in 1933	10,000.00
	<hr/>
	\$135,135.59

SUMMARY

Cash—Schedule I	\$1,159.59
Bonds—Schedule II	35,671.83
Stocks—Schedule III	54,904.17
Real Estate—Schedule IV	43,400.00
	<hr/>
	\$135,135.59

SCHEDULE VII

FUNDS — PRINCIPAL INVESTED, INCOME
UNRESTRICTED

ENDOWMENTS AND MEMORIAL FUNDS

May 1, 1935

Original Account. Est. in 1848	\$500.00
Life Membership Fund. Est. in 1848	9,325.00
Charles Davis Bequest. Est. in 1870	5,000.00
Robert Peele and Elizabeth R. Peele Bequest. Est. in 1882	2,120.00
Harriet Rose Lee Fund. Est. in 1915	2,000.00
Permanent Fund, Miscellaneous	6,174.69
Manuscript Preservation Donation. Est. in 1878	1,000.00
Insurance Fund. Est. in 1904	13,760.19
David Pingree Endowment Fund. Est. in 1922	5,000.00
Bequest of Margaret D. Phillips. Est. in 1927	1,000.00
"Stephen H. Phillips Fund"—James Duncan Phillips, Donor	5,000.00
In Memory of Ellen Peabody (wife of William Crowninshield Endicott), 1833-1927. Donor, William Crowninshield Endicott, her son.	5,000.00

In Memory of Fanny Peabody (wife of William Powell Mason), 1840-1895. Donor, Miss Fanny Peabody Mason, her daughter	5,000.00
In Memory of Clara Endicott Peabody (wife of Arthur Lithgow Payson), 1828-1856. Donor, Mrs. Morton Prince, formerly Fanny Lithgow Payson, her daughter	5,000.00
In Memory of Eliza Endicott Peabody (wife of George Augustus Gardner), 1834-1876. Donors, George Peabody Gardner, Mrs. Augustus Peabody Loring (formerly Ellen Gardner), Mrs. George Howard Monks (formerly Olga Eliza Gardner), and John Lowell Gardner, her children.	5,000.00
In Memory of Hon. Stephen Goodhue Wheatland, 1824-1892. Donor, Mrs. Stephen Willard Phillips	20,000.00
In Memory of Ira Vaughan (1864-1929). Donor, Mrs. Ira Vaughan	10,000.00
In Memory of Bradstreet Parker, 1897-1918, and Richard Perkins Parker, 1900-1921. Donor, George Swinnerton Parker	5,000.00
In Memory of Thomas Franklin Hunt, 1841-1898. Donor, Mrs. Richard Spofford Russell	5,000.00
In Memory of William Sutton, 1800-1882. Donor, Mrs. William Sutton	5,000.00
John Bertram Memorial	4,150.00
Donors—Miss Caroline O. Emmerton	
Mrs. David Mason Little	
Mrs. George Hodges Shattuck	
Mr. David Kimball	
Mrs. Katherine Kimball Baker	
Mrs. Talbot Aldrich	
Mrs. Rosamund de Laittre	
In Memory of Arthur W. West. Donor, Mrs. Arthur W. West	2,000.00
In Memory of William Page Andrews. Donor, Mrs. William Page Andrews	1,000.00
In Memory of Willard Silsbee Peele. Donor, Francis Welles Hunnewell	1,000.00
In Memory of Alpheus Hyatt. Donor, Mrs. Alpheus Hyatt	1,000.00
Clement Stevens Houghton Endowment Fund	500.00
Harold Peabody Endowment Fund	500.00
In Memory of Rev. Edmund B. Willson. Donor, Miss Lucy Burr Willson	500.00
In Memory of Thomas Gardner. Donor, Mrs. Robert Wales Emmons	250.00
In Memory of James Jackson Higginson. Donor, Mrs. Charles Jackson	100.00

In Memory of Henry Tucker Daland. Donor, Mrs. Francis Ward Chandler	100.00
In Memory of Daniel Appleton White and Caleb Foote Donors—Arthur Foote	300.00
Mrs. John Boies Tileston	
Mrs. Eliza Orne White	
Mrs. Mary Wilder Tileston, Jr.	
In Memory of William Gray. Donor, Stephen M. W. Gray	100.00
In Memory of Robert Rantoul. Donor, Mrs. Robert Rantoul	100.00
In Memory of Richard and Ellen Ursula Harrington. Donor, Mrs. Ella Harrington Harris	50.00
In Memory of Dr. J. Francis Tuckerman. Donor, Miss Jane Francis Tuckerman	25.00
In Memory of Lucy Saltonstall Tuckerman. Donor, Miss Jane Francis Tuckerman	25.00
In Memory of Rev. James Potter Franks. Donor, Sarah Tucker Franks	25.00
In Memory of David N. Pousland. Donor, Arthur Proctor Pousland	25.00
In Memory of Kate Tannatt Woods. Donor, Thought and Work Club	25.00
In Memory of William Crowninshield Waters, 1830-1911. Donor, Miss Mary Devereux Waters	25.00
In Memory of Robert Samuel Rantoul. Donors, "From his Children"	6,000.00
In Memory of Charles Stuart Osgood	3,000.00
In Memory of Thomas Gardner	500.00
In Memory of Joseph Augustus Peabody	500.00
In Memory of Mary Crowninshield (Whittredge) Ellis	25.00
In Memory of Hon. Benjamin Pickman, 1763-1843, and Anstiss Derby Pickman, 1760-1830. Donor, Hon. Robert Walcott.	100.00
	<hr/>
	\$137,804.88

SUMMARY

Cash—Schedule I	\$14,742.59
Bonds—Schedule II	98,105.10
Stocks—Schedule III	24,957.19
	<hr/>
	\$137,804.88

SCHEDULE VIII

FUNDS — PRINCIPAL AND INCOME
UNRESTRICTED

May 1, 1935

Abby W. Ditmore Bequest. Est. 1875	\$1,500.00
William B. Howes Bequest. Est. 1879	25,000.00
Esther C. Mack Bequest. Est. 1885	4,000.00
George Plumer Smith Legacy. Est. 1898	4,770.00
George L. Ames Legacy. Est. 1898	122,224.65
Elizabeth Wheatland Legacy. Est. 1900	7,626.66
J. Henry Stickney Legacy. Est. 1900	1,000.00
Walter Scott Dickson Legacy. Est. 1900	27,080.88
Elizabeth C. Ward Legacy. Est. 1901	6,973.22
William J. Chever Legacy. Est. 1902	20,000.00
Susan S. Kimball Legacy. Est. 1903	1,000.00
General Charles L. Peirson Donation and Bequest. Est. 1909 and 1922	1,100.00
Abigail O. and Mary E. Williams Bequest. Est. 1913	500.00
Abel H. Proctor Legacy. Est. 1921	5,000.00
General Fund, Miscellaneous	3,467.23
Bequest of Mary Eliza Gould. Est. 1923	11,512.24
Robert Osgood Bequest. Est. 1926	15,000.00
Edward S. Morse Bequest. Est. 1926	5,000.00
Annie F. King Bequest. Est. 1926	500.00
Frank Cousins Bequest. Est. 1927	2,109.59
Mary S. Cleveland Bequest. Est. 1927	3,828.14
Mary T. Saunders Bequest. Est. 1927	1,000.00
Lucy A. Lander Legacy. Est. 1927	2,500.00
Bequest of Francis B. C. Bradley. Est. 1928	1,000.00
Bequest of Helen D. Lander. Est. 1928	1,000.00
Bequest of Luis F. Emilio. Est. 1928	6,270.51
Essex Institute Preservation and Expansion Fund— 1929 Balance	40,125.93
Loan from Vital Records Committee	3,000.00
Lucy W. Stickney Bequest	30,108.60
Bequest of Annie G. Spinney	1,000.00
David Pingree Donation, 1932	25,000.00
George Wilbur Hooper, 1932	5,000.00
Contribution of Stephen Willard Phillips, 1932	5,000.00
Bequest of Abbie C. West	3,250.00
Sarah A. Chever Legacy, 1934	500.00
Bequest of James V. Eagleston—In Memory of Capt. John H. Eagleston	1,600.00
From Descendants of Nathaniel Frothingham	1,000.00
From Descendants of Nathaniel Bowditch	1,000.00
	<hr/>
	\$397,547.65

SUMMARY

Cash—Schedule I	\$25,923.96
Bonds—Schedule II	92,405.11
Stocks—Schedule III	118,056.27
Mortgages—Schedule II	8,000.00
Frank Cousins Collection of Pictures, Exhibit A	4,000.00
Loan to Photograph Dept.	125.03
Real Estate—Schedule IV	149,037.28
	<hr/> \$397,547.65

NECROLOGY

LUTHER ATWOOD of Lynn, Mass., was elected to Active Membership May 4, 1925, and died Feb. 12, 1935.

FRANK BREWER BEMIS of Beverly Farms, Mass., was elected to Life Membership Dec. 1, 1919, and died Mar. 10, 1935.

HAROLD JEFFERSON COOLIDGE of Boston, Mass., was elected to Active Membership Dec. 1, 1919, and died July 31, 1934.

HORATIO ROOT HARPER of Salem, Mass., was elected to Active Membership Apr. 4, 1921, and died Dec. 15, 1934.

ULYSSES GRANT HASKELL of Salem, Mass., was elected to Active Membership June 7, 1920, and died Jan. 9, 1935.

JUSTICE OLIVER WENDELL HOLMES of Washington, D. C., was elected to Active Membership Oct. 1, 1894, and died Mar. 6, 1935.

MISS SARAH LOUISA HUNTINGTON of Salem, Mass., was elected to Active Membership Dec. 19, 1881; transferred to Sustaining Membership Aug. 2, 1920, and died Dec. 15, 1934.

DR. EDWARD LAWRENCE PEIRSON of Salem, Mass., was elected to Active Membership Apr. 16, 1894; transferred to Contributing Membership May 2, 1921, and died Jan. 18, 1935.

HENRY DAVIS SLEEPER of Gloucester, Mass., was elected to Life Membership Sept. 6, 1922, and died Sept. 22, 1934.

JOHN CARY SPRING of Boston, Mass., was elected to Sustaining Membership Apr. 7, 1930, and died June 29, 1934.

MRS. WALTER AUGUSTUS TAPLEY of Danvers, Mass., was elected to Active Membership Nov. 3, 1919, and died June 6, 1934.

ALVAH PERCY THOMPSON of Marblehead, Mass., was elected to Active Membership Apr. 6, 1914, and died Nov. 13, 1934.

ALBERT BERKET TOWERS of Salem, Mass., was elected to Active Membership Aug. 8, 1922, and died Apr. 26, 1934.

CAPT. EDWARD BERTRAM TRUMBULL of Salem, Mass., was elected to Active Membership July 16, 1894, and died Dec. 31, 1934.

WALTER HENRY TRUMBULL of Salem, Mass., was elected to Active Membership June 7, 1920, and died June 14, 1934.

MISS CARRIE UPTON of Peabody, Mass., was elected to Active Membership May 3, 1920, and died Apr. 10, 1935.

CHARLES WILLIAM WARD of Brookline, Mass., was elected to Sustaining Membership Aug. 8, 1922; transferred to Active Membership July 5, 1932, and died Sept. 20, 1933.

THOMAS AUGUSTUS WATSON of Boston, Mass., was elected to Active Membership Aug. 6, 1906, and died Dec. 13, 1934.

EZRA LUSCOMB WOODBURY of Salem, Mass., was elected to Active Membership Aug. 5, 1907, and died Apr. 23, 1935.

DONORS TO THE MANUSCRIPT COLLECTIONS

Batchelder, Miss Alice S.	Melody, Mrs. A. R.
Bingham, Miss Clarissa A.	Preston, Heirs of Charles H.
Bradley, Mrs. J. D. Cameron	Sears, Mrs. J. Montgomery
Codman, Edmund D.	Stanley, Mrs. Ralph D.
Corning, Howard	Taylor, Charles H.
Foster, Miss Regina	Trumbull, Estate Edward B.
Harris, Bessom S.	Twombly, Miss Louise O.
Haskell, Estate Ulysses G.	Very, Nathaniel T.
Hill, Robert W.	Whipple, Miss Alice G.
Jackson, Miss Kate	Whipple, Everett
Kelsey, Harlan P.	Whipple, Lillian W.
Latimer, Mrs. George D.	Whipple, Mary

GIFTS AND LOANS TO THE MUSEUM, 1934-1935.

- Appleton, General Francis H., Boston. Photograph of Staff of Governor Roger Wolcott of Massachusetts, 1897.
- Barker, Miss Harriet M. Syringe.
- Batchelder, Samuel Henry. Various articles from the East Indies, as a loan.
- Brooks, Miss Jenny. 29 pieces of Nanking china, 13 pieces of Canton china, 6 pieces of Staffordshire, pottery mug, 2 souvenir plates, large blown glass bowl.
- Burrage, Miss Mildred G., Kennebunkport, Maine. Printed handkerchief.
- Chapman, Miss Annie B., Cambridge. Doll brought from Paris in 1870.
- Coffin, Mrs. David P. Several pieces of furniture and china, as a loan.
- Coit, Mrs. George C., Winchester. 4 copper plates etched by H. Francis Osborne.
- Colburn, Miss Abbie W., Boston. Embroidered chemise sleeve and embroidered bookmark.
- Cole, Mrs. Leland H. Japanese vase.
- Côté, Mrs. Emma S. Elliott, Haverhill. Sampler made by Lydia G. Ayers in 1824.

- Daland, Mrs. John. Dress and other clothing, as a loan, sleigh for child, baby carriage.
- Dwyer, Mrs. Herbert A., East Lynn. Lace mitts.
- Eldredge, Mrs. Edward H., Boston. 12 military photographs.
- Endicott, William C., Danvers. Paintings, photographs, engravings, etc.
- Farwell, Herbert C. Tinted photograph of F. W. Morse.
- Favinger, Andrew J., Philadelphia, Pennsylvania. Etching of "Ye Old Hacker House, Salem, Mass., Buildd 1715."
- Field, Mrs. Ozro M., Beverly. Embroidered petticoat.
- Flint, Freeman H. Button, Knights of Pythias Uniform Rank.
- Foss, H. Elmer. Plumber's tools.
- Hagar, Miss Helen. 3 brushes for graining and blending, brush with badger bristles.
- Harris, Miss Margaret R., Danvers. Wedding outfit of 1895.
- Heard, Miss Alice, Ipswich. Chinese feather fan, as a loan.
- Hill, James, East Lynn. Candle mold, snuffers and tray, pieces of stone and wood of historical interest, tools, etc.
- Hitchcock, Mrs. A. W. Enlarged photograph of Esther C. Mack, brass tablet and door-plate of the Esther C. Mack Industrial School.
- Jackson, Miss Kate, Andover. Leather case, snuff box.
- Jenkins, Col. Lawrence W. Basket made on the Nantucket light ship before 1900.
- Kelsey, Mrs. A. E., Amesbury. Beaded bag previous to 1880.
- Knights, Walter J. Two photographs of Salem fire engines; silver spoon marked E. Currier.
- Law, Mrs. Edward, Beverly. Shawls, dresses, fans, vases, lamps, engravings, as a loan.
- Lawrence, Mrs. James, Hyde Park. Chinese brocade curtain.
- Little, Philip. 12 photographs, tintype.
- Lull, Robert W., Newburyport. Handcuffs used in 1862, daguerreotype of Jonathan Pike.
- McCurdy, Miss Hettie, Beverly. "Stone Mountain" half dollar.
- Mackenzie, Miss Caroline A. 2 memorial pictures, razor with bone handle, engraving obtained from the Arlington House, formerly the residence of General Lee.
- Mackintosh, Richards B., Peabody. Plugs to catch maple syrup.
- Mason, Raymond Gardner, Lynn. Trade mark stamp of James Snow, shoemaker, as a loan.
- Mattsson, S. Alfred. Jeweler's lathe, mainspring winder, pivot polisher, as a loan.
- Melody, Mrs. A. R., Boston. 3 swords, 2 pistols, sash, field candlesticks, cartridge case, all belonging to Col. John Pollock of Salem.

- Merritt, Miss E. R., Brookline. French desk, dresses and other clothing.
- Newell, Mrs. Charles F., West Newbury. Silver pitcher, etc.
- Newcomb, Miss A. W., Salem. 3 Christmas cards.
- Northend, Susan S., Estate of. Lace scarf formerly owned by Mrs. Susan Stedman Northend.
- Nowell, Miss Edith, Brookline. Oil portrait, 3 tables, 80 pieces of china, engraving, coat of arms, etc., as a deposit.
- Osborne, Miss Florence M., Swampscott. 6 buttons.
- Peabody Museum. Oil painting of ship *Carolina*, as a loan, 2 campaign flags.
- Peabody, Harold, Boston. Oil portrait of Colonel Francis Peabody of Salem, pastel portrait of Elizabeth (Peabody) Rogers.
- Pease, Mrs. Charles Francis, Melrose. Glass blower's tool, coupon "Good for One Cent."
- Peirson, Mrs. Horatio. Colored floral design, embroidered on white satin by Sarah Endicott.
- Pingree, David, Estate of. Two boxes of marbles.
- Poor, Miss Mary Marland, Boston. Original drawing of the "Gibraltar Woman," drawing of David Northey done by himself in 1790.
- Potter, Mrs. Sarah B. Lunt, Swampscott. Wedding dress, 1878, waistcoat for boy, lace cap for infant.
- Pousland, Alden P. Picture of an East Indian scene.
- Proctor, Mrs. Ellen T., Boston. Secretary, 2 lowboys, card table, washstand, sheriff staff, 2 guns, oil portrait, memorial picture, doll's bedstead, as a loan.
- Public Works of Art, Washington. 3 models and 5 portraits.
- Rantoul, The Misses. Brown derby hat.
- Rantoul, Miss Margaret, Beverly Farms. Tall silk beaver hat.
- Richardson, Miss Alice M. Porcelain figurine which was saved from the Boston Fire.
- Ropes, Austin. Collection of glass marbles.
- Ropes, Miss Emelie. Kerosene lantern.
- Ropes, Willis H. China, glass, diploma, etc.
- Sahagian, George. Watch over 100 years old, made by J. Dent, London.
- Salem Evening News. Photograph of Salem Zouaves.
- Salem Fire Department. Hose reel, 4 colored lithographs of fire scenes, 5 photographs of groups of firemen.
- Salem Light Infantry Veterans Association. Collection of pikes.
- Sanders, Mrs. N. S. H., Haverhill. Infant's embroidered dress, as a loan.

- Shreve, Mrs. Benjamin D. Victoria, depot wagon, covered sleigh.
- Skinner, Mrs. Mary E., East Lynn. Wooden knife used for paring fruit.
- Spackman, Miss Emily, New York. Black silk and velvet dress of about 1875, 2 black silk dresses of about 1900, black satin jacket of 1890.
- Sparhawk, Dr. Clement W. Baby scarf, 2 pillow slips, embroidered cape.
- Stone, Charles A., Peabody. Helmet worn by Charles M. Jeffs, sergeant in Salem Light Infantry.
- Stone, William T., Peabody. Cap for infant, which tradition says belonged in the family of Governor Endecott.
- Teele, Mrs. Arthur P., Swampscott. Mirror, musical glasses, 2 hurricane glasses, as a loan.
- Thomas, Miss Jeanette F., North Conway, New Hampshire. Canopy-top mahogany bed, as a loan.
- Very, Nathaniel T., Lynn. Helmet and flambeau, tools, 6 badges.
- Vivian, Edgar, Bedford, Virginia. Handkerchief of Mexican drawn work.
- Ward, Mrs. Charles W., Brookline. Wall-paper panel, "Story of Telemecus."
- West, Mrs. Arthur W. Flag made before 1794.
- Wetmore, Miss Edith K., Newport, Rhode Island. Suit for boy, worn by John Barton, who was born in 1711, satin waistcoat and cap.
- Wharton, Mrs. William F., Groton. 2 vases, Crown Derby ware, as a loan.
- Wheatland, Mrs. David P., Marblehead. 2 Chinese bracelets of carved peachstones and gold, as a loan.
- Whipple, Everett. 5 pairs of spectacles and 4 spectacle cases, pewter syrup jug and tray.
- Whipple, Everett, and the Misses Alice C., Lillian W., Mary. Silk patchwork quilt made in 1872.
- Williams, Mrs. Clarence C., Hamilton. Oil painting of birds done by Melchior Hondekoeter, clock, furniture, china, engraving, prints, drawing.
- Williams, Elizabeth D., Estate of. Coat of arms.
- Williams, Mrs. Stillman P., and Mrs. Leslie C. Coleman, Winchester. Rookwood pitcher; child's tea set of Sandwich glass, as a loan.
- Willson, Miss Alice B. 2 daguerreotypes, bracelet, silver ladle, parasol, photograph.
- Wright, Mrs. Katharine. 2 Rogers groups, "Parting Promise" and "Playing Doctor," bag of macramé lace.

DONATIONS AND EXCHANGES

	VOL.	PAM.
Ahl, Mrs. Leonard D, Hamilton	3	
Albree, John	1	
Anderson, Florence B.	1	
Appleton, Gen. Francis H.	1	
Atkinson, Edward W., Boston	1	
Belknap, Henry W.	338	
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Brigham, Clarence S., Worcester	1	
Brooks, Jenny	Map	
Buxton, John O.	1	
Byrne, P. E., Bismarck, N. D.	1	
Clark, Miss, Boston	1	
Clark, Hilda G.	20	1
Clough, Nathalie D., Gloucester	1	
Coffin, Mrs. David	5	9
Cole, George W., California	1	
Corning, Howard	1	
Crandall, Ruth, Cambridge	1	
Craven, Charles E., N. J.	1	
Davis, Edgar A.	1	
de Forest, Col. L. E.	1	
Duren, Mrs. Charles M.	8	4
Eaton, Arthur W. H.	1	
Emery, The Misses, Newburyport	43	
Endicott, William C.	2	
Farwell, H. C.	1	
Faunce, Carlos P.	1	
Fernald, Mrs. N. W.	25	
FitzHugh, Lena G.	1	
Frost, G. D., Newton Centre	1	
Gay, Frank B., Hartford, Conn.	1	
Halbeisen, Elizabeth K., N. J.	1	
Harriman, Arthur I., N. H.	1	
Harris, Bessom S.	5	54
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Kellogg, Lucy C., Greenfield	1	
Kemble, John H., Berkeley, Cal.		1
Kent, Mrs. E. L., Boston	2	
Kimball, Eleanor, Bradford	30	2
Kimball, Grace H., Bradford		7
Lathrop, Elizabeth R.		1
Leach, Harriet, Danvers	87	225
Lodge, Henry Cabot	1	
Loring, Katharine P.	2	
Luckey, Mr. and Mrs. L. W. A.	1	
Lull, Robert W....Genealogical material, Circular		
McClain, Mr. and Mrs. Edward L., Ohio.....	3	
McCleary, Helen C., Brookline		1
Marsh, Daniel L., Boston		1
Melody, Mrs. A. R., Boston	2	
Middlebrook, Louis F.		1
Moore, Mrs. William H., N. Y. City	3	
Morse, Albert P.		4
Mudge, Florence A., Danvers		1
Newcomb & Gauss		4
Nichols, Mrs. John H., Tewksbury		1
Osgood, Frank S., Newburyport		7
Phillips, Mrs. Wm. Mason, Dayton, O.		1
Pond, Jean S., Bradford		8
Pond, Katharine A.	1	1
Porter, W. Arthur, Minn.		1
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Reynolds, Frank W., Salem	1	
Rogers, Col. Arthur C., Va.		1
Ropes, Willis H.7 Circulars	3	2
Sanborn, Tracy L.		1
Sao-Ke, Alfred Sze		1
Saville, Marshall H., N. Y.	1	
Silsbury, Florence M.	4	
Smith, Arthur T., Winchester	1	
Smith, J. Foster		1
Smith, Julia M., Danvers	5	
Stow, Charles M.		1
Stuart, Sylvia		1
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Verplanck, William E.	1	
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Wardner, Charles W., Wellesley		22
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Webber, Harry E.Adv. matter, Circ.		5
Willson, Miss Alice B.	6	73
Wingate, C. E. L., Medford		1
Wormser, Richard S., N. Y.		1

FORM OF BEQUEST

*I give, devise and bequeath to the Essex Institute,
a corporation duly incorporated in the Commonwealth of
Massachusetts, and located in the City of Salem, in said
Commonwealth,.....*

.....

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*NOTE.—Bequests may be made in real estate, money,
books, paintings, or any objects having historical or
artistic value.*

